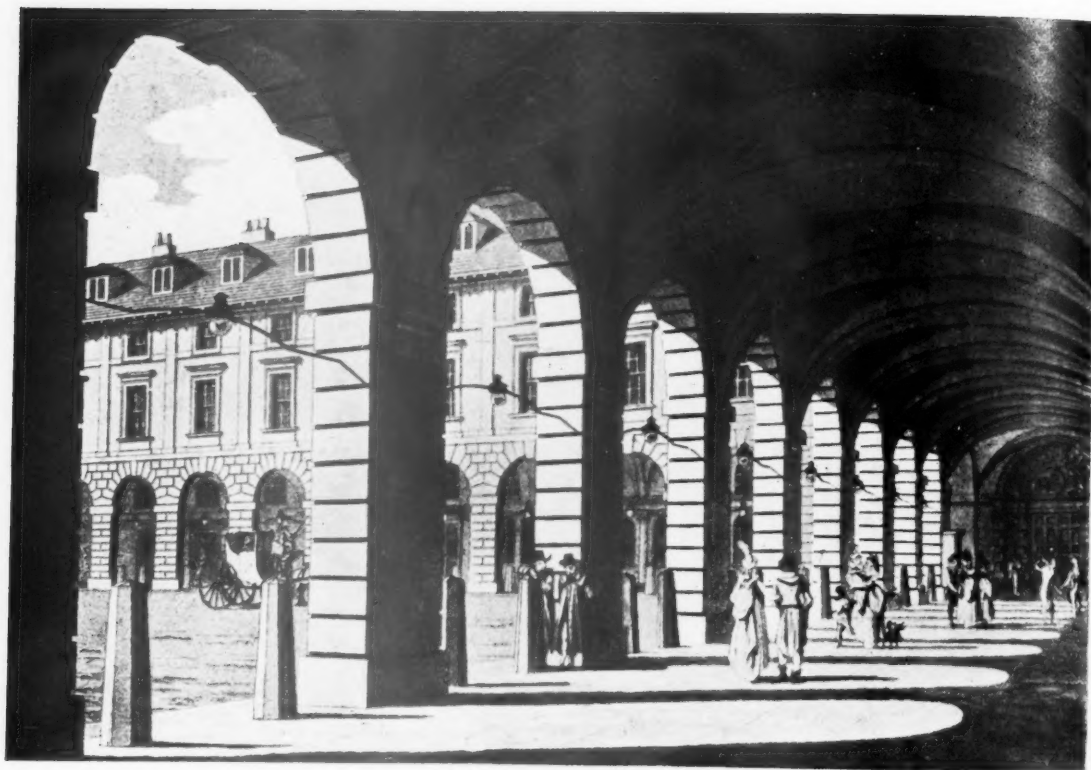


10 MARCH 1934

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COVENT GARDEN PIAZZA, BY INIGO JONES
One of London's earliest open spaces

JOURNAL OF THE ROYAL INSTITUTE *of* BRITISH ARCHITECTS

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Journal

On Monday 19 March, Dr. Guido Calza's paper on "The Rebuilding of Imperial Rome," will be read by Dr. Camillo Pellizzi, Reader in Italian at University College, London, since Dr. Calza is himself unable to be in England for the occasion. The paper will be illustrated by lantern slides.

THE AERODROMES ADVISORY BOARD

The recently formed Aerodromes Advisory Board, the full composition of which is printed on page 459 is a direct outcome of the R.I.B.A. Aerodromes Committee which was established in 1929 to examine and report on the architectural design of aerodromes. It is undoubtedly one of the primary duties of a professional organisation such as the R.I.B.A. to help the government, and the community in general, by inaugurating research and initiating the formation of expert advisory bodies. There have been many occasions in the past in which the R.I.B.A. has strikingly lived up to its obligations in this respect. The publication of the orientation of Buildings Report standing as a good instance, but a work of the R.I.B.A. can seldom if ever before have developed so rapidly into a national organisation as in the case of the R.I.B.A. Aerodromes Committee and its successor the Advisory Board. From the first the R.I.B.A. wisely took a broad view of the functions of such a committee and never chose to make it a purely architectural body. The original committee contained representatives of all the interested bodies, including the Government, the air lines, the aircraft manufacturers, etc., and the Board has been established on similar lines. It is natural that the first months of the Board's work must be spent in a careful examination of the field of work, which assuredly is big enough. Mr. John Dower [A.] who was secretary to the old R.I.B.A. committee has continued as secretary to the Board.

CONTROL OF ADVERTISEMENTS

Some weeks ago in the course of an interesting discussion on control of advertisements in the correspondence columns of *The Times*, which was opened by a letter from Mr. Guy Dawber, Mr. Knapp-Fisher, Chairman of the Art Standing Committee, revealed the fact that the matter was one which his committee had already con-

sidered to such effect that they were in close touch not only with the other voluntary organisations such as the Scapa Society, and the London Society, but also with various organisations representing the interests of the trades concerned. A letter from Mr. Beuttell, the immediate past President of the Master Sign Makers' Association, is printed on page 474, which points to the immediate good effects that may come from co-operation if every interest is genuinely keen to attain the same end.

The whole advance may properly be said to be due to the action of the Art Committee at the start of the session in circulating a letter to various preservation and amenity societies suggesting that they should co-operate wherever matters of mutual concern arose. In response to this letter Mr. Percy Lovell, the Secretary of the London Society, proposed that action should be taken to stem the growing menace of advertisements and signs on the facades of buildings. The co-operation of Scapa, which has by far the longest experience in this matter of any existing organisation, was enlisted, and the three organisations have given the matter close consideration for some time. On Monday last the Council had before them a letter from Sir Lawrence Chubb, addressed to Mr. Knapp-Fisher, expressing the views of the three constituent bodies, and the Council has agreed that the London County Council should be approached in the name of the R.I.B.A., the London Society and Scapa, with the suggestion that the bye-laws should be amended to give adequate power of control. At present there is nothing in the London Sky Signs Act of 1891 to prevent disfigurement of buildings by signs, except where they are "visible against the sky" and are not fixed "to or against but . . . over any building." Various other bye-laws give powers, but in every case the powers are effective in only such a limited sphere or are rendered ineffective by this or that proviso that their value is practically non-existent when the problem as a whole is considered. It is disappointing that the Advertisement Regulations Act, 1907, has been the Act under which most of the London County Council bye-laws have been framed and that little use has been made of the Act of 1925 under which powers of much greater value can be obtained by a local authority to regulate or prevent advertisements which "disfigure or injuriously

affect the amenities of any historic or public building or monument or of any place frequented by the public solely or chiefly on account of its beauty or historic interest."

THE DRAMATIC CLUB

Members should note 23 April in their diaries as the date of the first performance by the R.I.B.A. Dramatic Club, who will give a triple bill, probably consisting of "The Long Christmas Dinner" by Thornton Wilder, "The Bear" by Chekov and a topical skit. The prices of tickets and other details have not yet been decided, but an announcement will be made as soon as possible.

A FORTHCOMING EXHIBITION

For three days, from Monday 19 March to Wednesday 21 March, there is to be an exhibition in the R.I.B.A. Galleries of a most interesting collection of drawings and photographs of Jewish architecture in Poland, from the fifteenth to eighteenth centuries. The drawings and photographs are all by M. Georges Lukomski, whose work as one of the leading European writers on classical architecture is well known; M. Lukomski will read a short paper on the subject of the exhibition on the evening of Wednesday 21 March; the time of this meeting has not yet been fixed, but it will probably be at 8 p.m. The exhibition will be very well worth a visit, not only because the drawings are of most remarkable quality, but because the subject, which has never been explored in detail before, is of unusual historical interest; it represents the results of one of the most extraordinary confluences of architectural styles that has ever taken place. Most of the buildings, which have the characterful simplicity that comes from building done in hard economic and natural conditions, reflect the developed qualities of the architectural style of the countries from which their authors have come, so that in neighbouring towns can be seen traces of Italian, Spanish, Moorish, Nordic and even far oriental architecture.

SIR FLINDERS PETRIE

To commemorate Sir Flinders Petrie's forty years' tenure of the Edwards Professorship of Egyptology at University College, London, from which he is shortly to retire, it is proposed to present his portrait to the College, and a group of his friends and colleagues have opened a fund to which all who appreciate Sir Flinders' great services to archaeology are asked to contribute. Subscriptions should be sent to Sir Henry Lyons, F.R.S., 5 York Terrace, Regent's Park, London, N.W.1.

PRINCIPAL ARCHITECT TO THE COMMISSIONERS OF CROWN LANDS

Mr. S. D. Meadows [F.], F.S.I., has been appointed Principal Architect in the office of the Commissioners of

Crown Lands. Mr. Meadows is at present Housing Inspector in the Ministry of Health, and was previously in the Ministry of Agriculture and Fisheries. He is the author of a book on Modern Eastern Bungalows.

STAINED GLASS

Mr. Reginald Hallward's exhibition at the Arlington Gallery, Old Bond Street, includes many designs in stained glass which show much of his individuality; but no sketches and cartoons can properly give an artist's stained glass design, for that design can only be completed in stained glass. This fact is sufficient comment upon windows that are claimed as the work of celebrated painters who have made sketches and a cartoon, but whose part in choosing, cutting, painting and firing the glass, and possibly in the scheme of leading, has been delegated to a manufacturing firm; and it is also a sufficient commentary on windows which are produced, as the majority of stained glass windows are to-day produced, solely by manufacturing firms by whom the economic principle of division of labour is carried to the point where there is no one who can design and make a window, and no one who knows how such a thing is done except the business organiser. It is these circumstances that, in chief, account for the general agreement there is that, in spite of the varieties of textures and gradations in tone provided by modern slab glass, and the refined knowledge now possessed of oxides and enamels, and of exact methods of firing, we have no glass rivalling that which has survived the Dissolution and the Revolution.

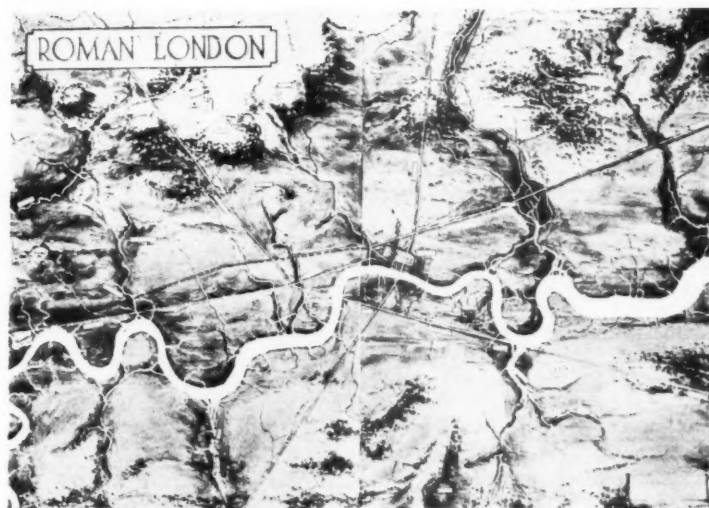
ARCHITECTURE IN GERMANY

Since the new regime in Germany decided that architecture should be national and traditional there have been many comments, frequently beside the point, on the degradation of an art which must result from such rigid government control of style. In fact, however, any student of the German architectural papers can see clearly enough that the modern impulse which has influenced German architecture since the war has by no means been squashed by Hitler's decree, which seems to show not that it is right to make decrees restraining art but that artistic impulses cannot be held in check by a dictator. The purpose of this note however is not to draw attention to the state of German architecture under the new regime so much as to an extraordinarily interesting article which has appeared in the March number of "Baugilde"—the paper corresponding to the R.I.B.A. JOURNAL—on the subject of the Protection of Building in Time of War. It is difficult to imagine such an article appearing in any English paper to-day, so difficult that most English people will find it difficult to believe that any country, even in mid-Europe, can genuinely be in the nervous state revealed by this systematic and careful dissertation on bombs and sandbags and shores.

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THE SIX GREAT ROMAN ROADS OF LONDON

THE PLANNING OF LONDON, PAST AND PRESENT

BY W. R. DAVIDGE, F.R.I.B.A., PAST PRESIDENT TOWN PLANNING INSTITUTE

A PAPER READ BEFORE THE ROYAL INSTITUTE OF BRITISH ARCHITECTS ON MONDAY, 5 MARCH 1934,
THE PRESIDENT (SIR GILES GILBERT SCOTT, R.A.) IN THE CHAIR

INTRODUCTORY

ALTHOUGH it is often said, and with truth, that there is no general plan for the future growth of London, there have at all times been farseeing men who have attempted, according to their lights, to plan ahead and to provide for the generations yet to come.

The present is built upon the foundations laid by the past, and the future will be no less dependent upon what we do, or choose to leave undone, at the present day. For a proper appreciation of the position as it is at present, we must know something of the labours and difficulties of those who have gone before us. Their problems, different perhaps in magnitude, are in many ways our problems, and it behoves us to see how far they were successful or unsuccessful in solving the same questions which confront us to-day.

Unemployment, bad housing and insanitary conditions, slums and overcrowding, traffic congestion and the necessity for new streets, together with the constant extension of London, with its consequent "ribbon

development" and the cutting up of large estates, have always been with us. Each generation in its turn has endeavoured, with its limited means, to improve the general condition of things.

Twenty years ago, in April 1914, I had the pleasure of preparing a paper for the Institute on "The Development of London and the London Building Acts" [Vol. XXI, No. 11] which traced the origins and development of the successive building laws under which London has been developed.

It is not therefore necessary again to traverse that most interesting phase of research, but rather to follow the trend of London development and the growth of its actual plan.

To appreciate fully the age-long process of London's planning we must follow the gradual growth of the city from its earliest days. It is a story full of interest, and the plans and struggles of successive generations may well encourage us to carry on the work of planning for the benefit of those who will follow us.

PRE-ROMAN AND ROMAN AND MEDIEVAL LONDON

WHY LONDON IS WHERE IT IS

As one sails up the broad estuary of the Thames, at one time much wider than the river as we know it confined within its present banks, on each side the shores of both Essex and Kent are flat and marshy. It is not until we reach the site of the City of London itself that a small hill of gravel soil on the north bank provides both a convenient landing place and a suitable site for a settlement, at a spot where the river is not too wide and conveniently situated for communication with the rest of the country.

The fact that the river could be forded at Westminster made it the natural spot for the first road crossing of the Thames.

From this grew up the magnificent national or rather imperial road system provided during the long 400 years of the Roman occupation. The first conscious planning scheme was that of the Roman roads, and on these all later planning has necessarily been based.

PRE-ROMAN LONDON

That there was a settlement here before the days of the Romans seems almost certain, but of that early London no traces remain.

THE ROMAN ROAD SYSTEM

If one looks at the modern ordnance map one sees the line of the ancient Watling Street from Rochester to London clearly aiming at its first river crossing at Westminster. The line of the road is perfectly straight as far as Shooters Hill and the Old Dover Road, and if this line is prolonged it will be seen to cross the river near Lambeth, on its way to Hyde Park Corner where it turned north-westward, along the line of the Edgware Road, to *Verulamium* (St. Albans) and Chester.

From the west came the road from Silchester, skirting the Thames at Brentford. This appears to have continued by a road by-passing the City approximately on the line of "Old Street" and joining the eastern "Roman Road," north of the present Whitechapel Road, to Stratford, Ilford, Romford and Colchester.

From the south-west was another Roman highway from Chichester via Morden and the Clapham Road, with other connecting roads from the south coast.

The direction of this road is straight to the site of Old London Bridge, and appears to indicate that a bridge crossing at this point was a very early feature of London's development.

Northwards from Old London Bridge the ancient Ermine Street, on the line of Kingsland Road, led to York and the Scottish wall.

On these six great Roman roads, most of which still remain, the later development of London has inevitably framed itself.

THE ROMAN COLONY

The first Roman settlement appears to have been near the site of Cannon Street Station, possibly bounded on the west by the "Wall Brook."

That this was rectangular in plan there can be little doubt, but the defences were not apparently sufficient to withstand the onslaught of Boadicea in A.D. 60.

THE ROMAN WALLED CITY

The general rectangular arrangement of the first settlement seems to have been gradually extended during the 350 years which succeeded, and the City of Londinium Augusta grew steadily in importance and prestige.

The City walls erected in the fourth century, prior to the final withdrawal of the Roman troops, probably enclosed a certain amount of open ground in addition to the actual built-up area, but it is clear that the general layout was rectangular in form, with Cheapside as the central east and west axis and the lesser roads approximately at right angles.

The area within the control of the City extended some distance beyond the walls, roughly a bowshot all round, as indicated by the present City boundaries at Temple Bar and Holborn Bars.

THE EMBANKMENT OF THE LOWER THAMES

The great work of confining the lower river with earthen embankments must have occupied many successive generations, and opinions differ as to their origin. Right through the Middle Ages there is evidence of their repair, but the date and authors of this fine piece of planning are still unknown.

Under Henry VII the jurisdiction of the river and the repair of the banks due to floods was entrusted to the City of London [4 Henry VII, c. 15]. In the case of Greenwich Marsh, the owners had to contribute [37 Henry VIII, c. 11].

NORMAN LONDON

That there was continuity in the civic life of London is certain. It is on record that the walls were repaired and made good by King Alfred, and William the Conqueror found it an ancient and fairly populous city surrounded with Saxon manors and the "acre strips" of the open fields. The City walls were a good defence, and the building of the Tower at its eastern extremity was all that was necessary to establish control.

From Norman times onwards, when the City received its first charter, the municipal government of London took firm shape, and the citizens of London were encouraged to regard themselves as men with special privileges "dependent on no man save the King" and with interests far outside the actual City itself.

OPEN SPACES OUTSIDE LONDON

The Charter of Henry I, for instance, grants that "the citizens of London shall have their grounds for hunting as well and as fully as their ancestors had, namely, in the Chilterns and in Middlesex and Surrey." This is the first broad view we have of the need for wide-spread open spaces, and the same privileges are confirmed by the subsequent charters of succeeding monarchs. No doubt

it was for the purpose of general control of the surrounding area that the Sheriffwick of London and Middlesex was let to the citizens of London on payment of £300 a year.

The "Warren of Staines" was apparently added to the list of open spaces by Henry III, who, in his charter to the citizens, promised "that no warrener or forester whatsoever shall intermeddle therewith." This again was confirmed in succeeding reigns.

LONDON BRIDGE

A wooden bridge existed in the tenth century. The first stone bridge was begun in the reign of King John, 1176, by Peter of Colechurch, and took 30 years to complete.

OFFICIAL CONTROL OF DEVELOPMENT

Control of Buildings.—The first mayor of London, FitzAlwyn, in 1189, laid down the rules as to the construction of party walls and other matters as a protection against fire; FitzAlwyn's Assize is thus the foundation of the modern London Building Acts.

Control of the River.—Under Richard I, in order to keep the flow of the river clear, "all Kiddels, *i.e.*, weirs fitted with fishing nets, that are in the Thames shall be removed, wheresoever they may be."

Under a charter of Henry III this was extended to include the Medway, and later charters enabled the citizens of London to remove all such obstructions.

Markets.—Edward III granted to the citizens "that no market shall in future be held within seven miles in circuit of the city."

The charter of Richard II makes this "seven leagues."

Housing.—Under a Charter of Edward III "the citizens of London may devise their tenements within the liberties of the city, in mortmain or in any other way."

Suburban Growth.—The suburb of Southwark was granted to the City on payment of £10 annually.

Lord Mayor.—The Mayor of London first became known as the Lord Mayor about 1453.

TUDOR AND STUART LONDON

Under Henry VIII, there was a great improvement in the condition of London outside the limits of the City. The famous "Statute of Bridges" was passed in 1530 [22 Henry VIII, c. 5] requiring bridges everywhere to be repaired. The Strand was ordered to be paved in 1532, and Holborn in the following year, in each case at the owners' expense, under a penalty of 6d. per square yard. Other streets were paved subsequently, 1540-1542. In 1536, when he was about to marry Jane Seymour, as the old palace of Whitehall was in a state of decay Henry had a new palace built, with a park adjoining [28 Henry VIII c. 12]. Thus came into being the palace of Whitehall, with Holbein's Gate and the adjoining St. James's Park, formerly a marshy expanse. About the same date Hampton Court was laid out as an "Honour" [31 Henry VIII c. 5]. The King at the same

THE MEDIEVAL CITY

The well-known description by FitzStephen of the pleasant city of London in the time of Henry II shows it as a city with 13 greater conventual churches and 126 smaller churches, with opportunities for sport in all directions, and what seems to have appealed to him most, a public cookshop by the riverside open at any hour of the day or night. There were no royal palaces but the Tower and Baynard's Castle; the greatest buildings were those of the Church, the Cathedral of St. Paul and the numerous monasteries. We can judge something of the conditions of the picturesque but insanitary City of the Middle Ages by the occasional peeps given by the well-known *Liber Albus*, written about 1419.

Item. "that the water-course of Walbroke and the highway of his lordship the King shall be kept clear, and that no dung or other filth be thrown therein, to the disturbance or annoyance of folks."

Item. "That no swine shall be found about the streets or lanes in the City . . . from this time forward. . . . And he who wishes to feed a pig must feed it in his house."

Item. "That no leper shall be going about in the City, or shall make any sojourn in the City . . . but such persons shall have a common attorney for themselves, to go each Sunday unto the parish churches, to collect alms for their sustenance."

"And that no sellers of fish shall throw water into the King's highways, or into the lanes, but shall cause the same to be carried into the Thames, under a penalty of two shillings."

"That all victuals sold in Chepe shall be sold midway between the kennels." (Fancy selling foodstuffs in the middle of the road.)

Item. "And that all the lanes leading towards the Thames, from the King's highways, from Castle Baynard unto the Tower of London, shall be kept clear, that so persons on horseback may without hindrance ride and go unto the Thames."

"That no carter within the liberties shall drive his cart more quickly when it is unloaded than when it is loaded; for the avoiding of divers perils and grievances, under pain of paying forty pence unto the Chamber, and of having his body committed to prison at the will of the Mayor."

time became possessor of the Manor of Southwark [28 Henry VIII, c. 19] and of Soho, Covent Garden and other Church lands, of which Hyde Park is a notable survival. On the east of London, an Act was passed in 1543 for the enclosure of Wapping Marsh [35 Henry VIII, c. 9], and in 1580 for enclosing Erith and Plumstead Marsh [23 Elizabeth c. 13 and 27 Elizabeth c. 27].

WATER SUPPLY

The growth of any town must depend in the first instance on its water supply and other public services.

The planning of the water supply is a first essential.

In the twelfth century London obtained its water almost entirely from wells, such as Holywell, St. Clement's well and Clerken well.

Stow, in describing the growth of the East End, says "also without the bars both sides of the street be pestered with cottages and alleys, even up to Whitechapel Church, and almost half a mile beyond it, into the common field; all of which ought to be open and free for all men."

EAST AND WEST ENDS

A dominating feature of the growth of London, since the time of Elizabeth has been the cleavage between the East and West Ends. The presence of the royal palace at Whitehall and later at St. James's made the West End the natural centre for the houses of the nobility. Another reason for the westward tendency of the upper classes was given in 1662 by Petty, who stated that it was in order to escape the "fumes, steams and stinks of the whole easterly pyle."

The sixteenth century saw the beginning of the division in London, and the process, once started, continued more or less of its own accord; as poor people flocked into a district, the well-to-do withdrew. Houses had to be built to accommodate the growing working class, in spite of the continual proclamations, which began in the reign of Elizabeth, prohibiting the erection of new buildings. Frequently they were put up in yards or courts belonging to existing houses, in order to be out of sight as far as possible. Often they encroached on highways or common fields. Stow speaks of the field already mentioned adjoining the road from Aldgate to Whitechapel,

"this common field I say being some time the beauty of

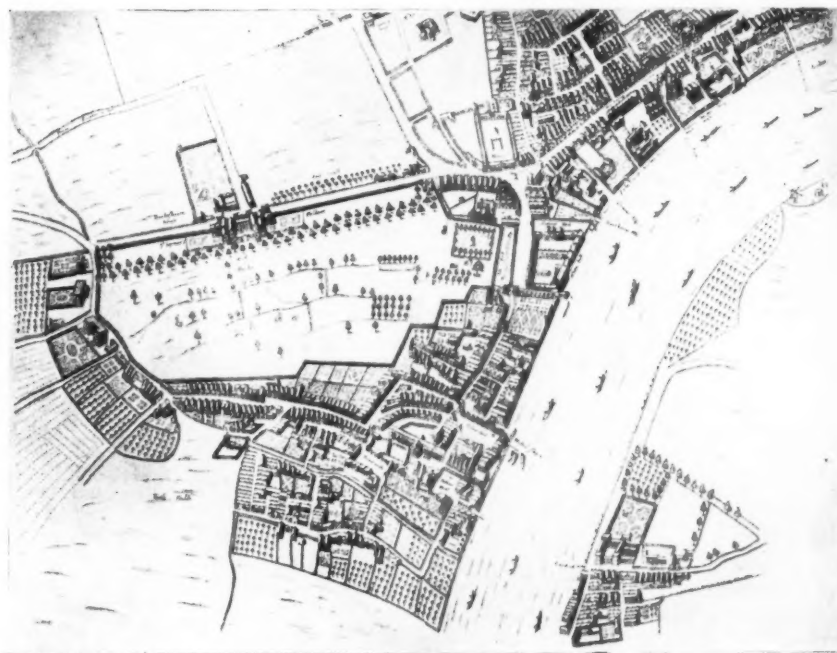
this City on that part is so encroached upon with building of filthy cottages, and with other purprestures, enclosures and laystalls (notwithstanding all proclamations and Acts of parliament to the contrary) that in some places it scarce remaineth a sufficient highway for the meeting of carriages and droves of cattle."

The sub-dividing of houses into tenements also proceeded in spite of repeated prohibitions.

INFLUENCES AFFECTING THE PLANNING OF LONDON IN THE PAST

Under James I the principal improvements in London were concerned with drainage and water supply. In addition to the construction of the New River for bringing water to North London from Chadwell and Amwell in Hertfordshire there was also an Act, in 1610, "for bringing fresh streams of water from Hackney Marsh to London, for the benefit of the King's College at Chelsea." These works were put under the jurisdiction of the Commissioners of Sewers, who were also put in control about this time of all watercourses falling into the Thames within two miles of London. Whether this supervision was of much practical effect was probably a matter of chance, for any qualifications for the Commissioners were apparently unnecessary, although several Acts of Parliament had declared that their decree should "bind the land."

In the troubled times of Charles I and the Commonwealth official improvements could find little place, but a considerable amount of building by private individuals



PART OF FAIRTHORNE'S MAP (1658). Showing Whitehall and St. James's

was carried out. In 1632 we find a petition complaining of the multitude of newly erected tenements in Westminster, the Strand, Covent Garden, Holborn, St. Giles, Wapping, Ratcliff, Limehouse and Southwark, which had brought great numbers of people from other parts, especially of the poorer sort; and was "a great cause of beggars and other loose persons swarming about the City, who were harboured in those out places."

INIGO JONES

Inigo Jones (1572 to 1632) had already done excellent work in laying out Lincoln's Inn Fields and the famous Piazza of Covent Garden, almost the first of London's open spaces, and at that time a fashionable residential centre.

The Banqueting House in Whitehall and the York Water Gate still remain to us, and, had it not been for the troublous times which led to the Civil War, this great architect would undoubtedly have left even a greater mark on present-day London.

GROWTH OF THE WEST END

In comparing the earliest map of this district—one dated 1585—with a modern one, it is noticeable that many streets of to-day follow either the old roads or the lines of old country lanes or field boundaries. King Street and Panton Street, for instance, take the place of old footpaths. Piccadilly is shown as "the way from Colbroke to London," the Haymarket as "the way to Charing Cross from Colbroke," and Oxford Street as "the way from Uxbridge to London."

The fact that footpaths and fields decided the line of so many streets shows very clearly the complete lack of planning when this part of London was built. There is an entire absence of any considered design for the whole area between Swallow Street and Wardour Street. There is, however, evidence that the need for systematic planning of the area yet undeveloped was recognised by individuals. Philip Lea's map of about 1673, for the rebuilding of London "after the late fire," shows a considerable area to the north of Piccadilly laid out on regular and rectangular plan. In Lea's map the ancient roadways later known as Piccadilly and Wardour Street are shown as straightened. A new street is shown parallel to Piccadilly on the north, extending from the gardens of Clarendon House to the corner of Marshland Close (or Seven Dials), and two streets cross it at right angles, connecting Piccadilly with Oxford Street about on the lines of Sackville Street and Air Street. York Street is continued northwards, leading from St. James's Square to Piccadilly. But a design for so large an area, however excellent it might be, had little chance of being carried out when the land was owned by a large number of persons. Each individual owner was concerned with laying out his plot in the way that would bring him the greatest profit. It is due to this fact that the ancient field boundaries were so closely followed in the formation of streets, and that the planning of the whole area shows so little co-ordination.

Individual pieces of land, such as Seven Dials, Albemarle Buildings, and the Ten Acres, to, largest of all, St. James's Field, were carefully laid out within their own limits. The only instance in which streets on separate properties had a common design seems to be the laying out of Soho and Lord Gerrard's estate adjoining, where the streets were evidently planned to form a harmonious system.

In general there is little sign of thought for the future in street planning in this area. St. Martin's Lane was left to follow its ancient narrow and winding course, and the Haymarket remains the only traffic road from Piccadilly to the Strand. It was not until the nineteenth century that anything was done to remedy the defects in the original planning.

Seven Dials was developed by a certain Thomas Neale, who obtained a lease of the land in 1693, "intending to improve the premises by building," and undertaking to erect houses within two years. In 1694 John Evelyn writes: "I went to see the building near St. Giles's, where seven streets make a star from a Doric pillar placed in the middle of a circular area."

In 1720 Strype writes of "Cock and Pye Fields, which was made use of for a laystall for the soil of the streets, but of late built into seven handsome streets with a dial placed in the midst."

The development of St. Martin's Lane proceeded in a more haphazard fashion. The east side was completed between 1634 and 1638, as part of the development of the Duke of Bedford's estate at Covent Garden. The west side was developed after the construction of a new sewer in 1608, when the Earl of Salisbury at once began to develop his land; and in 1625 he is mentioned as owning "many fair houses and gardens." In 1657 Howell speaks of "many gentile fair houses built in a row by the Earl of Salisbury."

So early as the reign of Charles I, St. Martin's Lane had become a place of fashionable residence, to meet the demands of the many people connected with the Court, and more houses were built. There was, however, a considerable amount of official opposition to this expansion, and many of the new buildings were pulled down, though others were allowed to remain on payment of a fine. This opposition, though it could not stop development altogether, doubtless acted as a check upon ill-considered building schemes.

RESTORATION LONDON

Shortly after the Restoration St. James's Square was laid out with "great and good houses, fit for the dwellings of noblemen and persons of quality." The square formed the centre of a plan for a much larger area and was laid out by Henry Jermyn, Earl of St. Albans, about 1665.

The grounds of Clarendon or Albemarle House, which stood next to Burlington House and was pulled down about 1683, were bought as a building speculation. Evelyn reports that it "fell to certain rich bankers and mechanics, who gave for it and the ground about it £35,000; they design a new town, as it were, and a most

magnificent piazza." The chief mover among the purchasers was Sir Thomas Bond, who gave his name to Bond Street.

In 1664 an Act was passed for the widening of certain streets in the City, because they were so narrow that they were "incommodious to coaches, carts and passengers, and prejudicial to trading." The same Act provides for the repairing and cleansing of London streets, and makes very clear that even then London's traffic problem was a serious one.

The Restoration Period had, of course, a golden opportunity for rectifying all that had been wrong in London. Sir Christopher Wren's plan for rebuilding London after the Fire showed the kind of thing that ought to be done, but, unfortunately, apart from King Street and a few minor improvements, the "Public Quay" along the river from Blackfriars to the Tower, shown both on Wren's and Evelyn's plans, was the only thing of magnitude actually accomplished. Even this disappeared slowly during the next century and a half and its loss was finally legalised by an Act of 1821.

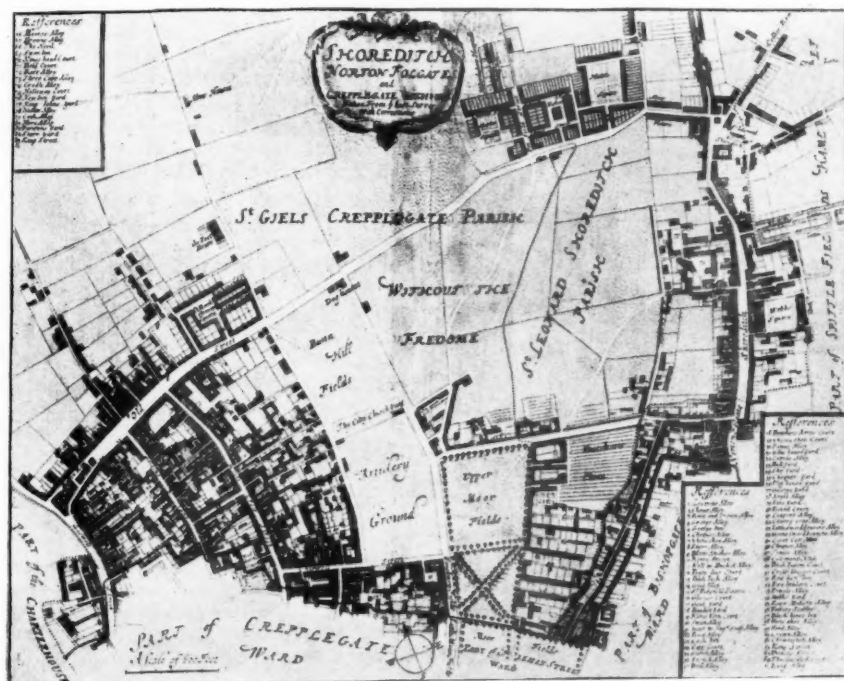
The Great Fire of 1666 was the first stage in the thinning out of the mediæval city. Of 13,000 houses said to have been destroyed, only about 9,000 were rebuilt. As a consequence, building began to creep outwards rapidly along the lines of existing roads and country lanes, and shacks of every kind were put up in all available fields.

SHODDY BUILDINGS

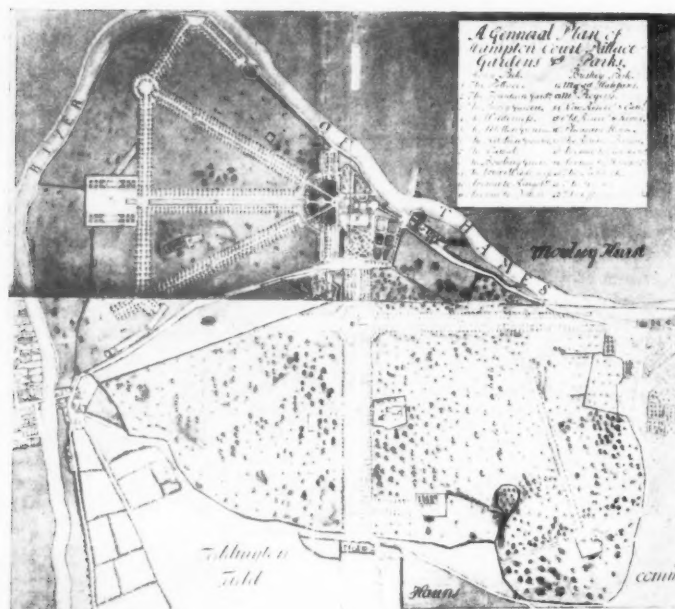
An interesting attempt to stop building, this time not because of the excessive expansion of London but in order to preserve amenity, was made in the area west of Wardour Street, when Wren was Surveyor-General. In consequence of representations made by Wren, a proclamation was issued in 1671, setting forth that

"in Windmill Fields, Dogfields and the fields adjoining Soho, small and mean habitations had been lately erected, and more of that kind were daily preparing, without the King's allowance, and against the express command of the Surveyor-General. These buildings were likely to prove common and public nuisances by being made use of for the most noisome and offensive trades, and by becoming the receptacle of a multitude of the poor to the damage of the parishes concerned, which were already too much encumbered. They were, moreover, especially mischievous by choking up the air of His Majesty's palaces and parks, and by endangering the infection if not the total loss of those waters which by expensfull conduits were conveyed to Whitehall."

It was therefore ordered that "no more new buildings should be erected, nor any already begun finished without express licence." Later a caveat was also entered in favour of the Earl of Burlington against any licences being granted for building in the fields to the north of his house, including Dogfields and Windmill Fields.



SHOREDITCH (about 1720). Showing the playing fields, now built over



WREN'S ORIGINAL DRAWING FOR THE GROUNDS OF HAMPTON COURT AND BUSHEY PARK. Showing Dutch influence in the layout of

the canals and avenues. Reproduced from a plan in the possession of H.M. Office of Works, by permission of the first Commissioner

THE EIGHTEENTH CENTURY

CONTINENTAL INFLUENCES

Under William of Orange and the Hanoverians, a new spirit appears in planning legislation, which is, perhaps, characteristic of the difference in temperament between the Stuarts and their successors. Planning laws had hitherto been designed to promote chiefly the comfort of the upper classes. When streets were widened, it was because they were too narrow for carriages to pass, and when buildings were prohibited, those who could afford to pay found no necessity to comply with regulations. Now commercial needs become predominant. First, under the Dutch William III, canals were constructed and rivers made navigable all over the country. Trade, both internal and external, began an enormous increase, which necessitated new means of transport. It was, perhaps, the influence of Holland which caused so much attention to be paid to carriage by water at the end of the seventeenth century—attention which was continued throughout the eighteenth century. A more bourgeois outlook is evident also in the regulations which were set up about this time for the paving and cleansing of London streets. It was, of course, a definite improvement to set up by Act of Parliament that every householder must sweep the street before his door on Wednesdays and Saturdays, and that scavengers, to hold office for one year, must be chosen by a special committee (and they might not refuse the appointment). It

was also beneficial, no doubt, to empower churchwardens to search for any swine which might be kept in dwelling-houses, and to sell the pigs they found for the benefit of the poor.

The straight canals which were formed about this time in the ornamental waters of St. James' Park, and in the Home Park at Hampton Court, with the long tree planted vistas of Bushy Park, are well illustrated in Sir Christopher Wren's original plan for the layout of Hampton Court Palace.

In connection with Bushy Park, and with some of the other Royal Parks, there is a strip of land outside the boundary walls of the park known as the "freebord." The origin of the idea of freebords is involved in considerable obscurity, but the width is in most cases 16½ feet (1 rod). The freebords are parts of the parks, and are administered under the Crown Lands Acts.

ROADS

The increasing importance of transport, due to the growth of trade, is evident in the innumerable Acts of the eighteenth century for the repair of roads, especially of roads between London and the various ports (such as Harwich). At first the roads were merely repaired; under George II, they were repaired and widened; and under George III they were frequently diverted when it was thought that a new route would be more service-

able than the old one. This kind of thing took place all over the country; there was a sense of security under the Hanoverian government which had hitherto been lacking, and which made it seem worth while to plan with an eye to the future. In London, as always, the state of the nation was reflected, and the eighteenth century saw many improvements—improvements which were certainly needed.

EIGHTEENTH AND NINETEENTH CENTURY SPECULATION

Eighteenth century London was dirtier, more dilapidated, and more closely developed than the London of to-day. The houses were often wretchedly built. The collapse of buildings was a quite frequent occurrence, and seems to have caused little surprise. To Samuel Johnson, in 1738, London was a place where "falling houses thunder on your head." Important edifices were often in the same danger. In the preamble to an Act of 1767 it is stated that "the house or building called the Royal Exchange, within the said City of London (the daily place of resort of Merchants, Traders, Mariners and others from all parts of this Kingdom and from many foreign countries), is so much decayed that the utter ruin thereof is apprehended unless the same be speedily and effectually repaired."

Speculative builders, using defective materials, increased the danger. Speculative building had appeared even in the late sixteenth century with the rapid increase in population, and it began on a large scale after the Great Fire, being started by Dr. Barbone, the great speculating builder. Much of his building was well planned; he developed for instance, the Essex and Buckingham estates in the Strand, rebuilt part of the Temple, and built on Soho and Red Lion Fields. It is curious, that he, like many building speculators in the eighteenth century, ended as a financial failure. Even the construction of the Adelphi by the brothers Adam, brought a financial loss. Yet large profits were often gained from putting up miserably built houses, as was done by the notorious Hedger, in 1789, at the "Dog and Duck" in St. George's Fields; and since it was a paying proposition, it is hardly surprising that so much bad building was done.

The surroundings of London were not such as would encourage the city dwellers to leave the frequently unhealthy conditions in which they lived. Hog-keepers, brick-makers and scavengers occupied the outskirts for the most part, and, where there was an open space, such as Long Fields, it was given up to dog-fighting, bull-baiting, and similar sports, which attracted the roughest of spectators.

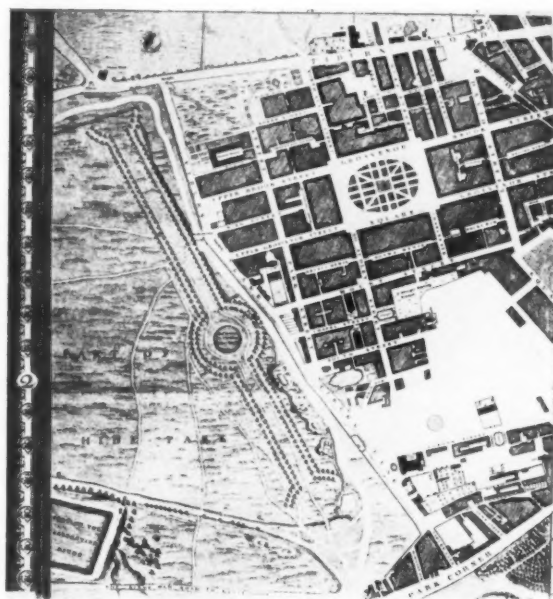
But the eighteenth century was an age of rationalism and humanitarianism. It was therefore natural that reason and a certain amount of social idealism should be directed towards the planning of a vast number of improvements in the Metropolis—particularly as the increase of commerce provided the money to pay for them.

THE LONDON SQUARES

Most of the squares of London were laid out in this century, though a few, such as St. James's Square and Leicester Square, belong to an earlier period. When Leicester Square was planned in 1630, it was decided to lay the ground out with walks and plant it with trees, and there was a special proviso that fit spaces should be left for the local inhabitants to dry their clothes there "as they had been wont to do." But, in the eighteenth and early nineteenth century, squares were laid out in great numbers. In 1725, we find a writer stating:

"I went away towards Hyde Park, being told of a fine avenue made to the east side of the park, fine gates and a large visa or opening, from the new square called Hanover Square. In the tour I passed an amazing scene of new foundations, not of houses only, but as I might say of new cities, new towns, new squares, and fine buildings, the like of which no city, no town, nay, no place in the world, can show; nor is it possible to judge where or when they will make an end or stop building."

Cavendish Square was laid out in 1717, and completed with the chapel designed by Gibbs in 1724. Queen Anne's Square, now Queen Anne's Gate, in 1706, Portman Square in 1764-1780. Clarendon Square, built in 1797, was originally surrounded by fields, and an inscribed polygon indicated where the garden should be. Many of the earlier squares, such as Queen's Square, had



THE GROSVENOR ESTATE

been laid out with the north side unbuilt upon, and left open to retain the view across the fields to the high ground of Hampstead.

Originally these open spaces were neither so aesthetically pleasing nor so healthful as they might have been, owing to the fact that it was the inevitable fate of open ground in the metropolis to become a dumping-place for filth of all kinds. This was only prevented when the inhabitants of squares applied for powers to enclose, clean and beautify them; St. James's Square, in 1726, was one of the first to seek such permission.

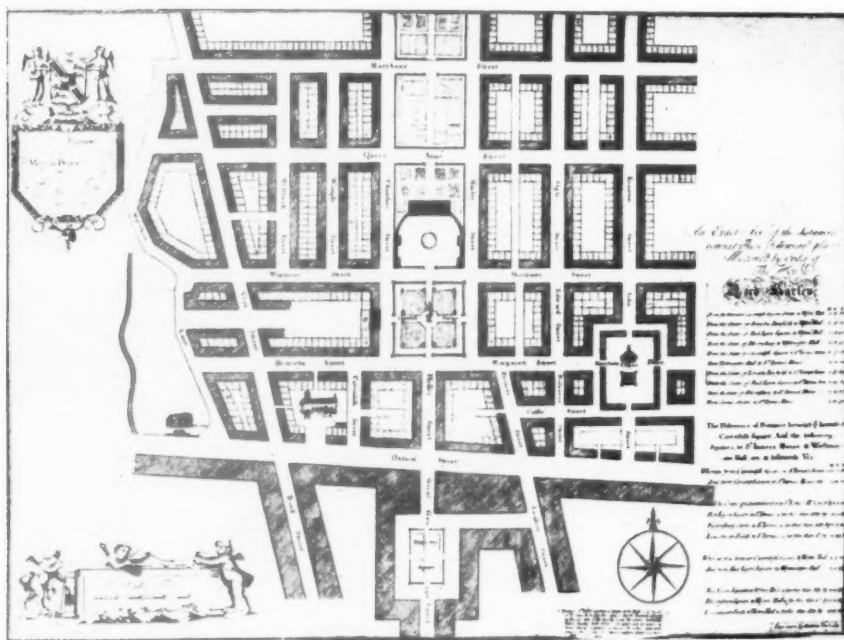
Not only were squares laid out on estates which were being developed, but sometimes they were used to improve districts already built over. Bedford Square (1775-1780) was an early effort at slum clearance, being set out on a portion of the notorious "rookery" of St. Giles.

IMPROVEMENTS IN AND AROUND THE CITY

The construction of new traffic routes in the eighteenth century, besides making communication easier and facilitating commerce, often served the very useful purpose of opening up and improving slum areas. Improvements in Westminster began with the building of Westminster Bridge, which was completed in 1750. When the Mayor was empowered "to design and build a bridge" at Blackfriars similar results were produced in the clearing away

of wretched houses and the opening up of the thoroughfares where alleys and courts had been. Robert Mylne, the designer of the first Blackfriars Bridge, was also probably responsible for the planning of the approaches and St. George's Circus on the south side. The Act of 1760 for the widening of London Bridge, which lays down that the bridge be increased, where possible, to a width of 45 feet—a 31-foot carriage-way and two seven-foot foot-ways—is also interesting, because it shows the beginnings of modern traffic laws. Carriages leaving London must pass on the east side, those entering on the west; and no empty carriages may be left on the bridge. On this bridge, as on practically all the Thames bridges built in the eighteenth century, tolls were set up to pay for the cost of construction. The original money was usually raised on the credit of the "Orphans' Fund," there being apparently too few orphans to need all that was provided for them. All kinds of improvements were carried out because of the paucity of orphans in London; the Royal Exchange and Newgate Gaol were among the institutions which were rebuilt on the money allotted to them.

Improvements in sanitary conditions were among the good deeds of the eighteenth century. The City covered in the filthy open drain of the Fleet Ditch, and built Fleet Market over it. The previous building acts were revised, new acts for the paving, cleansing and lighting of streets came into force. There was also legislation for



DEVELOPMENT PLAN FOR LORD HARLEY'S ESTATE, MARYLEBONE, 1719
Showing Cavendish Square in the centre

widening streets and for preventing encroachments on the footways. The Westminster Paving Act of 1762 was described 15 years later as "an undertaking which has introduced a degree of elegance and symmetry into the streets of the metropolis that is the admiration of all Europe and far exceeds anything of the kind in the modern world." (Pugh, *Life of Hanway*, p. 139.)

EXTRACTS FROM THE GENTLEMAN'S MAGAZINE

London Roads 1756.

Correspondent reports on state of roads:—

"The Wandsworth road was in many places dry, but the ruts very deep; not to be crossed in a carriage without great difficulty and delay.

"The Clapham road mostly dry, but the ruts in general deep.

"The Peckham road excessive deep and dirty, excepting one or two places where, for some 100 yards, fresh gravel had been laid.

"The Greenwich road in tolerable condition; rather heavy to the carriage, and the ruts too deep to be passed with ease or expedition.

"The Stratford road resembled a stagnant lake of deep mud from Whitechapel to Stratford, with some deep and dangerous sloughs; in many places 'twas hard work for the horses to go faster than a foot-space on level ground with a light 4-wheel post chaise.

"The Hackney road in a condition that does credit to the surveyor, and convinces everybody of the opulence of the trust.

"The Tottenham road in better order than for some years past, but the ruts very deep in many places, and the road scarce in any part to be crossed in a carriage without much uneasiness.

"The Highgate as much better than the common roads, and as much better than this used to be, as the Hackney road exceeds the worst parts of this much frequented road. (Broad-wheeled carriages beneficial to state of roads.)"

Account of intended road from Paddington to Islington, 1755.

"These roads were first projected by some gentlemen of the greatest eminence and property in the county of Middlesex, and proposed in a full meeting to the trustees of the turnpike at Islington, where they met with some opposition. Application is now making to Parliament by petition, signed by a great number of the inhabitants of various parts of the cities and suburbs of London and Westminster, and it is hoped that they will succeed.

"It may be observed that from Battle Bridge the road is divided into two branches, one leading to Islington Backlane, the other to Old Street; it is not proposed that both should be constructed, but the choice of either is reserved for further consideration, and it is even said that the latter is fixed on."

The New Road (Euston Road and Marylebone Road) laid out in 1756 in the open fields a mile or so outside London, was the first of our arterial roads.

Horace Walpole, in one of his letters, writes:—

"A new road through Paddington has been projected to save the stones. The Duke of Bedford, who is never in town in the summer, objects to the dust it will make behind Bedford House, and to some buildings proposed, though if he was in town, he is too short-sighted to see the prospect."

The Duke of Bedford's opposition appears to have caused the insertion of the provision by which no houses were to be erected within 50 feet of the new road.

This courageous piece of planning shows a breadth of vision which should be an encouragement to us of the present generation. The "new road" from Paddington to Islington, with a branch into the City, which we now know as the City Road, was laid out with a width of 150 feet between the houses.

It was only due to the neglect of a succeeding generation that buildings were allowed in many cases on the forecourts, and that we of the present day have to face the possibility of a large bill if this all important thoroughfare is to be restored to its original condition.

REMOVAL OF THE CITY GATES

The removal of the City gates and of the buildings on Old London Bridge about 1760 was due to the traffic needs of the time, but it destroyed once and for all the mediæval character of the old city.

JOHN GWYNN'S SCHEMES 1766

The architects of the mid-eighteenth century were fully alive to the opportunities of their age. Foremost among them was John Gwynn, the designer of the well-known English bridge at Shrewsbury.

In his report on London and Westminster Improved, Gwynn gives a masterly analysis of the needs of the London as he knew it. His carefully drawn plans for the extension and improvement of London are a valuable object lesson of the influence which one man can wield over the generations yet to come. His plans and report, dedicated to the King, are full of suggestive thought, and many of his proposals have been carried out, years after his death, almost exactly as he designed them.

Waterloo Bridge appears on his plan as St. George's Bridge, 50 years before it was built.

The Thames Embankment is shown 100 years before it was made. He suggests an embankment on the south side which we have yet to make. Trafalgar Square and the Admiralty Arch are indicated on his plan, but the Square is better placed and is axial with St. Martin's Church, instead of being lopsided.

Many writers since Gwynn's day have acknowledged the value of his work and many Surveyors-General made use of his suggestions in the many piecemeal improvements which have gone to make up our present-day London.

Although he knew his London so well and planned for its steady improvement, even he could not foresee the extent to which London would grow. He plans many of the West-End squares and allows apparently ample room for the extension of the City, as he knew it, but after doing all this, he marks on his plan Park Lane as "the uttermost limit of building on the west," and the new road (Euston Road) as "the uttermost limit on the north." There is much shrewd up-to-date wisdom in John Gwynn's remarks about the rapid spread of London, as is instanced by the following extracts:—

"Private property and pitiful mean undertakings have taken place of that regularity and elegance which a general plan would have produced, and nothing seems to have been considered but the interests of a few tasteless builders, who have entered into a combination with no other views than fleecing the publick and of extending and distorting the town till they have rendered it compleatly ridiculous. But even in point of interest these builders are deceiving themselves, for where any one or more of them have contrived a narrow street, lane or alley, though the houses may let well for the present, yet they may be assured that as the rage for building increases, whenever a more spacious avenue is built, those ill-contrived things will be deserted, and the inhabitants flock to places where they can breathe freely and better enjoy the conveniences of life."

Dealing with the South Side, he says:—

"St. Georges Fields, the only spot now left about London which has not yet fallen a sacrifice to the depraved taste of modern builders, here the spectator may indulge himself with the contemplation of what advantageous things may yet be done for this hitherto neglected metropolis; the bridge now building at Blackfriars will undoubtedly be the means of entirely altering the face of that part of the city, and certainly it becomes necessary to take particular care of the execution of a plan, which, *when once ill done*, we cannot hope will hereafter be remedied."

"The principal intention of the author is to advise that proper bounds may be set to that fury which seems to possess the fraternity of builders, and to prevent them from extending the town in the enormous manner they have done and still continue to do. . . . We may expect to find that the neighbouring hills of Hampstead and Highgate will soon become considerable parts of the suburbs of London."

"Notwithstanding the prodigious increase of buildings houses are still procured with difficulty, and the rents of most are perpetually encreasing."

"There is one circumstance which is pleasant enough and is now carrying on with great success by the landlords in those streets which are at this time new paving, which is that although the expence of paving and lighting the streets . . . falls entirely upon the tenant, yet the landlords . . . fail not wherever they are not prevented by a lease, to raise their rents in the most arbitrary manner."

"It becomes necessary in this place to take particular notice of the very elegant, useful and necessary improvement of the City of Westminster, and its liberties, by the present method of paving and enlightening it; an improvement which every one who is doomed to walk feels in the most sensible manner."

As to discouraging the unnecessary growth of London, he makes a suggestion which is certainly interesting:—

"Perhaps it might not be disadvantageous to the Kingdom in general if the royal residence was not confined solely to London; if the Court was occasionally held in different places it might in some measure prevent many from coming to this city, who have no business to visit it at all, for it is possible that too many people may be brought to London, and thereby in time depopulate the country, as well as greatly enhance the price of provisions and every other necessary of life."

OPENING UP OF NEW BUILDING AREAS

The "New Road" itself at once opened out a vast area for speculative development, and within a comparatively short time building had spread along it and even beyond it.

On the south side of the river the new roads laid out in consequence of Mylne's activities had an almost similar result. Those parts of Lambeth and St. George's fields were developed by speculative builders of the worst kind, and the rest of the south side rapidly went the same way.

THE ADELPHI

The brothers Adam were among the first to set a higher standard in speculative development, and their ingenious plan for the Adelphi of raising the whole site on the sloping bank of the Thames by the construction of a gigantic catacomb of brick arches was indeed a bold measure. That they had difficulties with the authorities is hardly to be wondered at. In 1770, a Committee of Inspection appointed by the Court of Common Council to view the new embankment at what was then called Durham Yard reported that "the buildings erected by Messrs. Adam project into the river 28 feet, and that their further encroachments by earth and rubbish project into the river 175 feet in depth and 397 feet in length."

THE TURNPIKE TRUSTS

Throughout the eighteenth century, there was a steady improvement of the road system and innumerable turnpike Acts were passed for this purpose.

The general Turnpike Act of 1773 provided for turnpike roads to be at least 60 feet wide, and no encroachment in the way of hedges or ditches was allowed within a distance of 30 feet from the centre of any turnpike road.

Many of the Enclosure Awards also adopted the same standard of 60 feet width for important main roads—a standard which is still officially adopted for Class A roads.

ROADS

Extract from the "Gentleman's Magazine" 1792.

"The great improvements which, within the memory of man, have been made in the turnpike roads throughout this kingdom, would be incredible, did we not actually perceive them; and when it is considered that Windsor, not long since, was a day's journey for a stage-coach, which stopped to dine on the road, one instance is as good as a thousand. I was led to this reflection, Mr. Urban, by observing the beautiful toll-gate lately erected at Hyde Park Corner, which struck me so forcibly that I requested an ingenious young friend to make a drawing of it for your widely circulated publication."

THAMES BRIDGES

The first Westminster Bridge in 1750, by Charles Labelye, was financed partly by the Government and partly by the results of a lottery, and when the bridge

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was rebuilt in 1862, the extra cost was borne by Parliamentary grant.

The first Blackfriars Bridge in 1769, by Robert Mylne, was built by the City Corporation, who also undertook the building of Southwark Bridge in 1819 and the rebuilding of London Bridge 1831, the advantage of the City bridges being that after their early days they were free from toll. The Tower Bridge was built in 1894.

Chelsea Bridge was built by the Government in 1851-1858, but was only free to foot-passengers on Sundays.

All the other Thames bridges were built in the first instance by private companies:—

Putney Bridge	1729
Battersea Bridge	1772
Waterloo Bridge	1817
Hammersmith Bridge	1827
Charing Cross (suspension bridge) ..	1845
Lambeth Bridge	1862
Albert Bridge	1873
Wandsworth Bridge	1873

Outside the City therefore, and Westminster, all the bridges, as well as the turnpike roads, were subject to toll until comparatively recently (1877 to 1880).

Private enterprise was busy in other directions.

The first Thames Tunnel at Wapping was constructed by Brunel, one of its intended attractions being the underground shops. It was, however, far from a financial success and was eventually converted into a railway



tunnel in connection with the Metropolitan District Railway.

In 1809, Robert Vazie planned a road tunnel through Highgate Hill. This scheme was sanctioned by Parliament in 1810 [50 George III, c. 87] and "The Highgate Archway Company" was formed. Work was started, and over 130 yards of the tunnel constructed when it fell in. An open cutting with a bridge over was substituted and duly completed, but the carriage-way was only 16 feet wide, and in due course had to be widened and the archway reconstructed in 1901, this time by the L.C.C. and the Middlesex authorities.



EATON SQUARE

At top, a drawing of one of the small cottages—a tea garden!—on the site before the formation of the great urban parkway which can be seen in the aerial view on the right.

Reproduced by permission of Mr. Frank Pick.

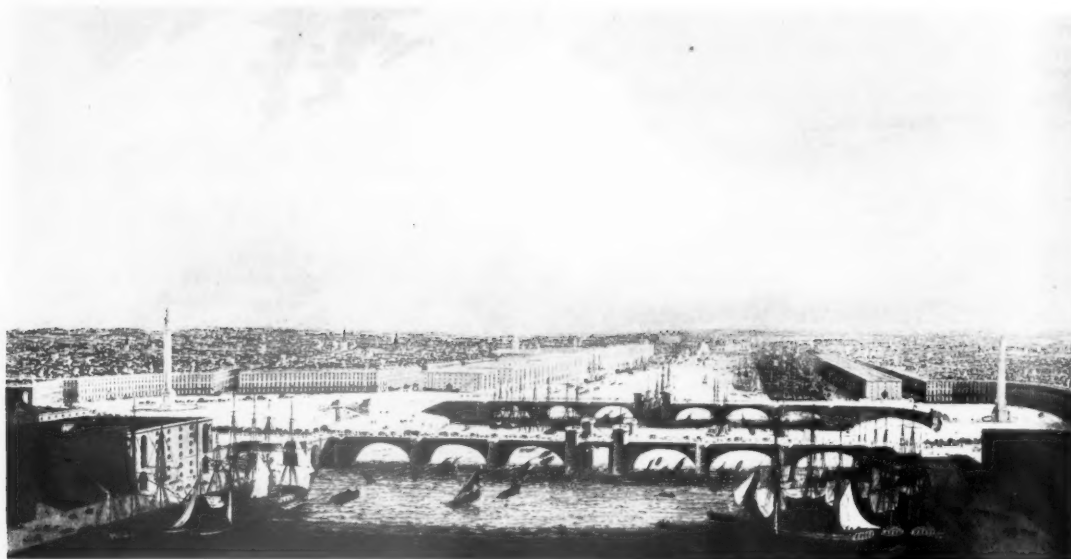
DOCKS

As a consequence of the increased importance of overseas trade, many new docks were constructed in the late eighteenth and early nineteenth centuries. It seems surprising now to notice that when a new canal dock was to be made by the City Corporation across the Isle of Dogs "to communicate with the Thames at

was turned by the great contractor Cubitt into a means for raising and improving the whole Pimlico area where Eaton Square and Eccleston Square now stand.

THE GROSVENOR ESTATE, ETC.

The Grosvenor Estate, the Duke of Bedford and others had shown the excellent results and financial



SCHEME SUBMITTED TO A SELECT COMMITTEE OF THE HOUSE OF COMMONS BY GEORGE DANCE FOR A DOUBLE BRIDGE ACROSS THE THAMES (1796). From an aquatint by William Daniell in the R.I.B.A. Library

or near Blackwall and also at or near a place called Limehouse Hole," a special clause was inserted in the Act to ensure that if watering-places for cattle were destroyed others should be provided.

The East India Dock Company, in 1806, as part of their dock undertaking, constructed the fine East India Dock Road, a length of nearly four miles.

The London Docks, the St. Katherine's Docks, the West India Docks and many others followed. In all these the City Corporation was keenly interested, and prior to the decision to rebuild London Bridge many and varied were the schemes for improved cross-river communication.

Dance's well-known scheme (1796) for a double bridge, one of which was always to be open, was an intelligent anticipation of the Tower Bridge, with its lifting bascules.

All these great works had their effect on other parts of London, and even the soil excavated from the docks

returns which could be obtained from the adoption of a proper plan for the development of their estates.

The improvement in Pimlico, by the general raising of the land by Cubitt in 1827 which, as we have seen, arose incidentally through the excavation at that particular time of the London Docks, was an object lesson to everyone.

Eaton Square is probably one of the best examples of urban parkways to be found anywhere in Europe, and the adjoining areas of Belgravia, Belgrave Square and Eccleston Square owe much to the genius of the man who made all this possible. Old prints and plans show that before this transformation the Pimlico area was an expanse of low-lying market gardens, neat houses and shacks. There may be hope yet for some of our bungalow smothered areas.

The Bishop of London's Paddington estate is particularly noteworthy for its excellent plan, with Oxford

and Cambridge Terrace following the same parkway lay-out, with the houses well set back behind supplementary service roads, an ideal which we have got to get back to if we are to have something better than ribbon development along our arterial roads.

ACTION BY THE CROWN FOR THE IMPROVEMENT OF THEIR ESTATES

H.M. Commissioners of Woods and Forests and Land Revenues were not slow to notice the benefits derived by private enterprise from proper planning. Under the Civil List Act of Queen Anne they had been empowered to lease land for a period of fifty years, which was obviously insufficient to encourage good building. In 1792 the Surveyor-General, John Fordyce, recommended 99-year building leases, and that before letting land of any considerable extent for building, *plans should*

be obtained from eminent architects for laying out the situation of new streets and buildings.

The Surveyor-General was instructed (1793) to make a general plan of Crown land in London with a view to making improvements.

A competition among "architects eminent in their profession" for the improvements in Whitehall was duly authorised in 1794, a £200 prize being offered.

The next we hear, in 1797, is that

"None of the plans which were given in to the Commissioners for building on the vacant ground near Westminster Abbey, and the two Houses of Parliament, in consequence of a public competition . . . were approved of by the Committee, and recourse has after all been had to the Architect or Clerk of the Works employed by the Commissioners for conducting those improvements to prepare a plan under their direction."

Nothing seems to have been done, all the same.

NINETEENTH CENTURY

THE BEGINNING OF MODERN TOWN PLANNING

At the beginning of the nineteenth century planning in London begins to deal with areas already built over, as well as with the laying out of new estates. In 1806, Commissioners were appointed to prepare a scheme for the improvement of Westminster, principally to provide for the accommodation of the two Houses of Parliament, and they were authorised to secure convenient access to them and to take steps to preserve the beauty and uniformity of the buildings. In 1810, owing to the construction of Waterloo Bridge and roads giving access to it, a plan was set on foot for improving Prince's Meadows, Lambeth, "because the value of the land would be much increased by the new roads through it." Encouragement was therefore to be given to "the erection of good and substantial dwelling-houses and other buildings, in lieu of the present houses, most of which are constructed chiefly of wood, and are in a ruinous state, producing . . . a present gross rental of about £3,200 only per annum."

1809. A plan was submitted for building in Hyde Park, opposite Park Lane, houses for persons of distinction, with a guarantee for their view, which would prevent future building in the Park. Public opinion, however, caused the plan to be abandoned promptly.

1809. Marylebone Park. Instructions were given to the architects not to confine their plans to Crown Property, though the Crown offers the prize; the property of adjoining owners may be planned with their consent.

1813. The Act for the making of Regent Street and Trafalgar Square, and for widening many other streets in the neighbourhood is the first attempt on a large scale to obtain a well co-ordinated street system. Hitherto, the areas improved had each been viewed as individual units; now, a large area is taken as a whole. It seems like the beginning of modern town-planning. There is the germ

of character-zoning in the clause that houses erected in Mary le Bone Park, continuing Portland Place and Harley Street, should be "of as high a rate or class of building" as existing houses in those streets.

REGENT'S PARK

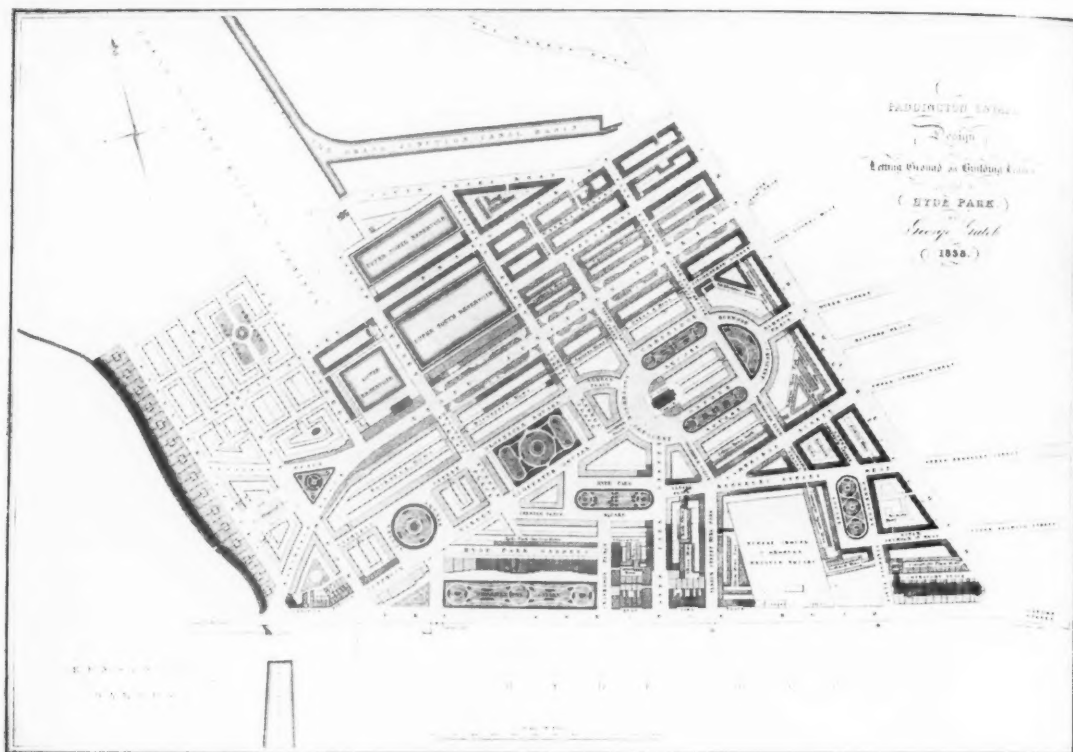
Following on an offer to the parish of St. Marylebone by the Duke of Portland of a portion of his estate near Primrose Hill for the purposes of a burial ground, conditional on a public road through the Crown land, John Fordyce, the Surveyor-General of Crown Lands, submitted to the Treasury a memorandum recommending that before agreeing to this or any other proposal, a general plan should be formed for the whole of the land. A Treasury minute dated 2 July 1793 authorised a survey to be made and a copy of the plan issued to every architect of eminence in London inviting competitive plans and offering a premium of £1,000.

It appears that the plans were very sparingly distributed, and few, if any, designs considered. On the death of Mr. Fordyce, the office of Surveyor-General was amalgamated with that of H.M. Commissioners of Woods and Forests, and in 1811 improved designs were prepared by Leverton and Chawner, and also by John Nash.

A summary of John Nash's report on Laying Out of Marylebone Park (Regent's Park) is appended.

JOHN NASH

In making a plan for Marylebone Park, Nash declared his aims to be threefold: firstly, to assure the greatest possible revenue to the Crown; secondly, to add to the beauty of the Metropolis; and, thirdly, to study the health and convenience of the public. He emphasised that the immense amount of speculative building which was taking place, even so near as Somers Town, was un-



THE PADDINGTON ESTATE. A Scheme by George Gutch in 1838

economic, and desired to form in the Park a residential quarter for the "great and opulent." Houses, when built, were to be hidden from each other when possible, so that it might appear that each owned the whole park. The entrances were to be from Portland Place, Devonshire Place and Baker Street, because these were already fashionable roads, and the crossing of the New Road (Marylebone Road) was to be disguised by the formation of a circus. It was recognised that the development of the whole area would probably not take place at once, but it was recommended that roads should be laid out and trees should be planted to encourage building. The park would then at once furnish rides and drives for "those of the public to whom it should be thought proper to give keys." The idea of a public park in the modern sense does not seem to have occurred to Nash.

The value of a new street connecting the Park with Charing Cross was, of course, obvious, in connection with this scheme. It would be used by any one who had anything to do with the Government offices in Westminster. The architecture would be carefully studied, and, to add to its beauty, a square or crescent might be built round the equestrian statue at Charing Cross.

John White's account, written in 1815,* of the proposed improvements by the formation of the Regent's Park and of the New Street (Regent Street) gives a racy criticism of the latter, especially of Mr. Nash's financial estimates. He thought that Nash's estimate of a probable income of £35,000 per annum was fantastic and impossible. We of this generation know better.

At the beginning of the nineteenth century, London improvements were urged on by the patriotic spirit bred of the Napoleonic wars. In White's book the desire is expressed to create a capital which will impress the foreigner with its splendour, and arouse in him a deep sense of his own inferiority. White wishes the nation's wealth to be employed "in public works, to improve the accommodation, and to increase the splendour of cities, thus giving a just character to the state of existing civilisation," and he adds, "but unless a sound judgment be exercised in the application of this wealth, none of these beneficial effects will be produced." White's suggestions are mainly concerned with the criticism of Nash's scheme

* John White, 1815. Some account of the proposed improvements of the western part of London, by the formation of Regent's Park, Regent Street, and the new sewer.

for the laying out of Regent's Street, and he approves rather of Wyatt's alternative scheme.

IMPROVEMENTS ROUND ST. CLEMENT DANES, WEST OF TEMPLE BAR

The traffic along the Strand to the City had for centuries to pass through a narrow defile only 24 feet wide south of St. Clement Danes Church, and, when it got to St. Paul's, had then to negotiate the narrow Watling Street. About 1802 a fine circular sweep was made, leaving the church on its island site.

KING WILLIAM STREET AND LONDON BRIDGE APPROACHES

When London Bridge was rebuilt and new approaches were made to it, the Common Council was empowered to grant building leases of any spare land adjoining the roads, and the class of building, the plan, elevation and height were to be submitted to the Corporation for approval.

FURTHER STREET IMPROVEMENTS

Proposals for a bridge at Charing Cross were put forward as early as 1819, although it was not till 1845 that Brunel's suspension bridge was opened, only to be replaced by the present railway bridge in 1864.

Wide new streets made very evident the congestion in the narrow streets adjoining. In 1826 many of the streets round Charing Cross were widened, following on the earlier Regent Street scheme, and a new street was made from Pall Mall East to St. Martin's Church, continuing thence to the Strand (Duncannon Street) with a special provision that the latter was not to be used during Divine Service. In the same year a 50-foot building line was laid down for (Marylebone Road, etc.) the road leading from the Edgware Road to the Great North Road at Islington, a 40-foot building line for the City Road; for the Kilburn Road the modest demand was made that no building should be erected or tree planted within 30 feet of the centre. By this same Act the turnpike trusts for all London roads north of the Thames were consolidated.

ENCLOSED GARDENS

Meanwhile, the development of the Regent's Park area proceeded apace. In 1827 the Commissioners for this scheme were given power to lay out "gardens, shrubberies and ornamental enclosures, for the use of the inhabitants and occupiers of houses and buildings now erecting or hereafter to be erected" in the district. The gardens were to be enclosed, and rates were to be imposed on the houses for their maintenance. Enclosure was the general method of preserving open spaces at the time, as seen in the enclosure of the various squares, for the purpose of protecting them and keeping them private.

COLONEL TRENCH'S PROPOSALS, 1827

Civic pride was the source of inspiration to Col. Trench, who, in 1827, put forward two projects for the

improvement of London as he saw it. The first was that of an arcaded embankment along the north bank of the Thames, from Westminster to London Bridge. The scheme aroused fierce opposition in the Press, on account of the damage it would do to the wharves and warehouses along this bank. It also won a certain amount of support in high places, as it is reported of a meeting held to discuss it, "the then Duke of York said that he considered it would be requisite that the width of the road should be the full 50 feet. The plan presented a complete road from Scotland Yard to London Bridge that was highly desirable, as it would allow a carriage to go into the City in one quarter of an hour, whilst from the crowded state of the other thoroughfares, the same distance could scarcely be attained in three-quarters of an hour. He mentioned this from his own experience, as he could seldom get to the City in less time than three-quarters of an hour." Col. Trench's other scheme, which he remarks his friends regarded as a splendid dream, was for the building of a royal palace in Hyde Park, and a road leading from it direct to St. Pauls. The road, starting at the west end of Upper Grosvenor Street, would involve pulling down a large portion of Mayfair and the City; it also passed straight through the middle of the Temple.

SIDNEY SMIRKE 1834*

But in the nineteenth century it was the traffic problem that occupied London chiefly. Sydney Smirke in 1834 made a variety of suggestions, making the need very obvious that *something* should be done. He says:

"It is a remarkable fact that with comparatively few exceptions, the principal avenues are such as they were nearly two centuries ago, while the population which frequents them has become more than twice as numerous. It is unreasonable to expect that the highways of the seventeenth century should suffer the wants and conveniences of the present time. Since that period how immeasurably has the traffic in our streets increased! The population has increased threefold, a thousand new sources of activity have been opened, new trades and manufactures have been introduced, new wants created, new luxuries invented and the habits of the people have undergone the most striking changes."

His own suggestions for improvement include the incorporation of slum clearance in road improvements, new Parliament buildings in the Green Park, and special working class villages on the outskirts of London. The latter would be intended to rehouse the people from slums to be demolished, and would be especially planned for their comfort and convenience. "The avenues should be so laid out as to be wide, clear and regular; and every means that ingenuity can devise for securing cleanliness and airiness should be adopted." . . . "Nor should we forget to provide for the inmates of these groups of dwellings some open place for recreation where healthy exercise and the innocent pleasures of

* Sydney Smirke. Suggestions for the Architectural Improvement of the western part of London.

society might be enjoyed." It is, in fact, the idea of a "garden suburb" for the working classes. Another interesting suggestion is for the setting up of a Commission to approve street alterations and any important new buildings, with a view to public health and convenience—"not that any vexatious interference should be authorised in matters of taste."

Smirke pays a tribute to what had already been accomplished by the Crown and by the City of London. He says:—

"The most striking examples of modern improvement in the older parts of the Metropolis have been due, either to the official advisers of His Majesty in the disposition of the Crown lands, or to the spirited exertions of the Corporation of the City of London and of its dependant companies."

TURNPIKE TRUST NORTH OF THE THAMES

The need for new road communications was undoubtedly urgent, and many public improvements were undertaken in the early nineteenth century. In 1829 an Act was passed for the construction of Seven Sisters Road, facilitating communication in North London. Turnpikes were removed on many of the main roads, though many still remained to impede progress. The need for speed was, of course, much less than it is to-day. In 1830 the hay and straw market was removed from the Haymarket, thereby opening another important thoroughfare.

H.M. OFFICE OF WOODS AND FORESTS AND WORKS

Surveyors of Crown Lands and Surveyors of the King's Works appear to have been first appointed early in the reign of Edward I, about 1276, and both Inigo Jones and Sir Christopher Wren each in their day held the office of Surveyor of Works.

After the Restoration we find a Board of Works and a Surveyor-General of Works, and also a Surveyor-General of Crown Lands and a Surveyor-General of Woods. In 1717 the Keeper of the King's Private Roads and Bridges was added to the Board of Works.

In 1781 [22 George III, c. 82] the Board was suppressed and all government buildings placed under the direction of one person, the Surveyor or Comptroller of His Majesty's Works. This office was united to the office of the Commissioners of Woods, Forests and Land Revenues in 1832. From that period until 1851, when the H.M. Office of Works was definitely separated from H.M. Office of Woods and Forests, the two departments were amalgamated.

The improvement of the Metropolis and the provision of parks and open spaces was accepted by the Government of that time as their responsibility, and numerous were the improvements thus carried into execution.

Regent's Street and Regent's Park have already been mentioned, but apart from these many other important undertakings were carried out.

Hyde Park was completely thrown open to the public in 1826 and the bridge over the Serpentine built.

In their Fifth Report the Commissioners of H.M. Woods and Forests say:

"It is our duty here to observe that this Great Accommodation was in consequence of an express command from His Majesty, whose earnest desire it was that the whole range and extent of the Parks should be thrown open for the gratification and enjoyment of the public."

Victoria Park (1846) was provided for the East End at a cost of £130,000, just as Regent's Park had been given to the West End in 1820. Battersea Park (1846) was laid out on the marshy fields adjoining the river. Chelsea Bridge was built and the Embankment of the Thames was completed from Millbank to Chelsea Hospital. Buckingham Gate was improved in 1838. Wellington Street and Endell Street were created in 1845. New Oxford Street was cut through what was even then very valuable property (1845). Cranbourn Street was formed as a link between Piccadilly and Covent Garden. Victoria Street (1852) was laid out as an approach to the Houses of Parliament, and incidentally to open up a very insalubrious district and to supply it with adequate drainage. Many other proposals and schemes were worked out, such as Southwark Street and Garrick Street, afterwards to be carried out by the Metropolitan Board of Works. Few people now realise the immense amount of work done by the Crown for the improvement of London, and how much more would have been done, had the support of Parliament been forthcoming.

THE RAILWAY BOOM

The oldest of public railways was the Surrey Iron Railway from Wandsworth to Croydon, but the first railways actually to come into London, in 1833, were the London and Greenwich and the London and Birmingham. The twenty years which followed were years of tremendous activity in railway construction. In the year 1846 alone, no less than 272 railway bills were passed by Parliament. We of this generation can hardly appreciate the immensity of the task and the vast financial outlay so boldly undertaken by our grandfathers. Of schemes for the planning of these in London there was an abundance. Among other things from which we have been mercifully preserved was a scheme for one general railway station, planned to occupy nearly the whole of the river frontage from Somerset House to Blackfrais, and another scheme, even worse, for overhead railways in our principal streets.

The Royal Commission on Railways, 1867, reported that it would be objectionable to allow the construction of a great central station in the metropolis; squares and open spaces should not be taken unnecessarily, and in the construction of new lines within the Metropolis tunnels or subways appear preferable where circumstances permit.

The Great Exhibition of 1851, when the building we now know as the Crystal Palace was erected in Hyde Park, gave a great fillip to international trade and

brought many visitors to London. The general layout and the unique character of Sir Joseph Paxton's building set yet another standard in planning, which has had its influence on pavilions and public gardens everywhere. It popularised London as a place to visit, and the spreading out of population was even more accelerated by the new railway facilities which were now available from the remotest parts of the country.

SELECT COMMITTEES AND ROYAL COMMISSIONS

Between 1798 and 1821 there were no less than ten Select Committees appointed to consider particular improvements.

The Metropolis Paving Act 1817 (Michael Angelo Taylor's Act) gave to the Vestries and district boards considerable powers for the widening and extension of streets. These powers have nowadays devolved on the Metropolitan borough councils.

In 1836, 1838 and 1840 Select Committees of the House of Commons were appointed to consider the raising of money for improvements in the cities of London and Westminster, the borough of Southwark and the counties of Middlesex and Surrey.

In 1842 another Royal Commission was appointed to inquire into the best means of improving the Metropolis and increasing facilities of communication.

In 1844 the Metropolitan Building Act of that year gave power to Her Majesty in Council to authorise the extension of the building control of that Act to any district within 12 miles of Charing Cross. Unfortunately this power was not used or it might have gone a long way to solving some of the problems of greater London.

In 1854 a Select Committee appointed to consider the desirability of more bridges over the Thames reported that road bridges at Charing Cross and



TWO SCHEMES FOR EARLY XIX CENTURY OVERHEAD RAILWAYS IN LONDON

From lithographs in the R.I.B.A. Library

St. Paul's would speedily become necessary. Eighty years later we have given these problems up.

In 1855 another Select Committee reported that "the requirements of the existing traffic far exceed the present facilities . . . and it has become indispensable to make provision for the future on a great and comprehensive scale and with the least possible delay."

Meanwhile the road problems were being struggled with by vestries and district boards, by turnpike trustees and by county magistrates. Some excellent work had been done. New arterial roads such as the Goldhawk Road and the Seven Sisters Road had been constructed, and similar problems in London itself were being undertaken by H.M. Office of Woods and Forests and Works. For instance, about 1854 H.M. Commissioners of Works constructed a portion of the Thames Embankment from Millbank to Chelsea Hospital.

Commissioners of Sewers were busy turning dozens of district sewers into the river Thames and the duties of these Commissioners were eventually amalgamated into the Metropolitan Commissioners of Sewers, whose duties and debts were, however, soon taken over by another and more important authority.

CITY IMPROVEMENTS

In a report on Traffic and Improvements in the public ways of the City of London, 1866, Col. Haywood (Engineer and Surveyor to the Commissioners of Sewers) stated that the traffic of the City had for several years been increasing in a greater ratio than the increase of the metropolitan population, and that within the City itself there was hardly a leading thoroughfare which was equal to the traffic that passed through it. The only remedies were "the formation of new thoroughfares and the widening of those existing." This report is particularly interesting for the recommendation that "looking to the future as well as to the present necessities, and having regard to the fact that the cost of present improvements will probably be in a degree cast upon a future generation, they should be planned and carried out upon the broadest and most comprehensive scale, and no obstacle should be allowed to interfere with this principle: such a course is true economy."

The City Commissioners of Sewers expended during the 32 years 1856 to 1888 no less than £3,161,926 upon street improvements (Holborn Viaduct, etc.), many of which were such that if they had been situated in other localities would have been paid for out of the county rates. The City Authorities have undoubtedly done their share in the past.

OPEN SPACES

In the preservation of the vital open spaces, the City of London has always taken a prominent lead, and to the wisdom and foresight of the City is due the preservation of Epping Forest
of Burnham Beeches

of Hayes Common

of Riddlesdown and many others.

The Crown has thrown open to the public all the Royal parks:—

Hyde Park, Green Park, St. James's Park, Richmond Park, Bushy Park and Hampton Court, Greenwich Park,

and has provided at its own expense Regent's Park, Victoria Park and Battersea Park. That was nearly 90 years ago and there is still an opportunity open for the Chancellor of the Exchequer.

METROPOLITAN BOARD OF WORKS

The Metropolitan Board of Works and the County Council have since done much in preserving the innumerable parks and gardens under their care, and the L.C.C. have recently taken powers to safeguard the remaining London squares.

The Metropolitan Board of Works, which was established in 1855 and continued until the setting up of the London County Council in 1889, did a great deal of constructive work during the thirty-four years of its existence. Its first tasks were main drainage and the provision of new main east and west thoroughfares.

Upon street improvements, including the Thames embankments, the Board spent upwards of £15,000,000, less the recoupment from the sale of surplus lands, £5,000,000, net expenditure £10,000,000.

In addition, the Metropolitan Board had at their disposal the coal and wine duties which in 1888, shortly before their expiry, brought in, as the Board's share, £325,000 a year. This fund was found of particular service in such extra duties as the freeing of bridges from toll, as well as a valuable aid in such works as the Thames embankments and Holborn Viaduct.

A useful piece of work was the Metropolis Toll Bridges Act of 1877, which enabled many bridges to be freed from toll in 1879 (Albert Bridge, Battersea Bridge, Charing Cross Bridge, Chelsea Bridge, Lambeth Bridge, Vauxhall Bridge, Waterloo Bridge), followed in 1880 by the freeing of Hammersmith, Putney and Wandsworth Bridges.

The total length of new streets constructed and thoroughfares widened was 15¾ miles, with an average width of 60 feet. The principal new streets constructed were:—

	Completed
Garrick Street	1861
Southwark Street	1864
Burdett Road	1862
Albert Embankment	1869
Victoria Embankment	1870
Chelsea Embankment	1874

The primary purpose of these embankments was to provide a route for the low-level sewer.

Queen Victoria Street	1871
Commercial Road (extension)	1870
Great Eastern Street	1876
Clerkenwell Road and Theobald's Road..	1878

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PENNYTHORNE'S SCHEME FOR A CHARING CROSS BRIDGE (1819)
Reproduced by permission of the First Commissioner of Works

Northumberland Avenue	1876
Shaftesbury Avenue	1886
Charing Cross Road	1887
Marshalsea Road	1888
Widenings, etc.:—	
Removal of Middle Row, Holborn	1867
Kensington High Street	1869
Park Lane (Hamilton Place)	1871
Harrow Road	1877
Coventry Street	1881
Gray's Inn Road	1884
Kentish Town Road	1883
Tooley Street	1882
Union Road	1882
Camberwell Road	1882
Deptford Bridge	1882
Tower Hill	1887
Savoy Street	1877
Hyde Park Corner	1883
Eastcheap	1884

LONDON COUNTY COUNCIL

The London County Council, on coming into office in 1889 made it their duty to complete a number of smaller improvements left over by their predecessors and then proceeded with further improvements. Rosebery Avenue

was completed in 1892, the Tower Bridge Approaches 1897 (following on the construction of the Tower Bridge by the City Corporation in 1894).

The widening of the Strand at Holywell Street led to the Aldwych and Kingsway Improvement and the Southampton Row widening. This improvement was finally completed in 1905, but had been recommended by a Select Committee in 1836, and a bill had actually been promoted in 1883 by the Metropolitan Board of Works.

The London County Council, like their predecessors, would also have accomplished more, could they have obtained Parliamentary sanction.

The extension of Cromwell Road was under consideration in 1887 and a bill was promoted in 1891, but failed on the particular betterment clauses proposed.

Chelsea Embankment Extension Bill promoted in 1897 failed on æsthetic grounds.

It is to be hoped that both these proposals will be revived. What we in London have always lacked is adequate public support for necessary undertakings.

The Council have built two road tunnels and two foot tunnels under the river, but up to the present no new river bridge.

	Opened in
Blackwall Tunnel	1897
Rotherhithe Tunnel	1908
Greenwich Foot Tunnel	1902
Woolwich Foot Tunnel	1912
And are responsible for	
Woolwich Free Ferry	1889
They have rebuilt	
Vauxhall Bridge	1906
Lambeth Bridge	1932
And have widened	
Putney Bridge	1933
They have in hand the reconstruction of	
Waterloo Bridge and	
Chelsea Bridge	
and under consideration the rebuilding of	
Wandsworth Bridge	

London Bridge and Blackfriars Bridge were widened in 1904 and 1911 and Southwark Bridge rebuilt by the City Corporation in 1921.

The great work of the London County Council in recent years has been to repair and make good the wreckage of human society and to take care of those who are unable to fend for themselves.

The Council have cleared slums and built great housing estates, many of which will be a lasting memorial to their beneficent work.

UNOFFICIAL PLANNING

Towards the end of the nineteenth century, interest in planning was kept alive by many private people.

For instance, in 1883, Mr. William Westgarth offered the Society of Arts the sum of £1,200 to be awarded in prizes for essays on the best means for providing dwellings for the London poor and on the reconstruction of Central London. The objects were twofold:—

1. By a co-operative and wholesale arrangement to rehouse the very poor.
2. To provide a scheme for reconstructing Central London as a self-remunerative business enterprise.

TWENTIETH CENTURY

In the opening years of the present century, the Crown again gave an impetus to the idea of planning.

The clearing away of a block of property on the west side of Parliament Street opened out a view of Westminster Abbey never before possible.

The laying out of the widened Mall, in connection with the Queen Victoria Memorial by Sir Aston Webb, and the construction of the Admiralty Arch to Trafalgar Square is an example of a recent London improvement effected in this way (1910).

R.I.B.A. TOWN-PLANNING CONFERENCE

The Royal Institute of British Architects took advantage of the passing of Mr. John Burns's *Housing, Town Planning etc. Act*, of 1909, to call an international conference of architects and town-planners in 1910, and most of us will remember the successful and enthusiastic series of meetings which then took place, and the inspiring exhibition of drawings at the Royal Academy.

Twenty-seven essays were sent in and the prizes were in due course awarded to:—

H. H. Bridgman, F.R.I.B.A., J. Corbett and Wm. Woodward, F.R.I.B.A.

Mr. Woodward's plan included a general reconstruction of London, and especially of the East End. His later schemes for the improvement of Trafalgar Square and for the building of a national memorial, as well as his work for this Institute, will be well remembered.

In 1893 a comprehensive scheme for street improvements in London was published by Arthur Cawston, A.R.I.B.A., who had in mind the Royal Commission of 1894, which was then sitting to consider a method by which the ancient City Corporation could be expanded to take in all London.

He cites the examples of Paris and Vienna, and summarises his suggestions for the formation of a general plan for improving London as under:—

1. To open up our town parks and other open spaces.
2. To open up the most crowded districts and admit more light and air.
3. To create many more great arteries, connecting the most important centres of business and habitation.
4. To provide additional bridges over the Thames.
5. To facilitate the approaches to the several railway termini.
6. To open out, as much as possible, our public and ancient buildings, and to provide sites for new.

His methods are somewhat drastic, as he cuts new arteries across all the public parks as well as the gardens of the Temple and Gray's Inn, and has no less than five new streets radiating from St. Paul's Cathedral, in addition to the present streets.

Some of his suggestions, however, are well worth consideration, such as a link from Holborn Viaduct to Liverpool Street and Whitechapel, and a new street parallel with the Strand on the south side of Covent Garden.

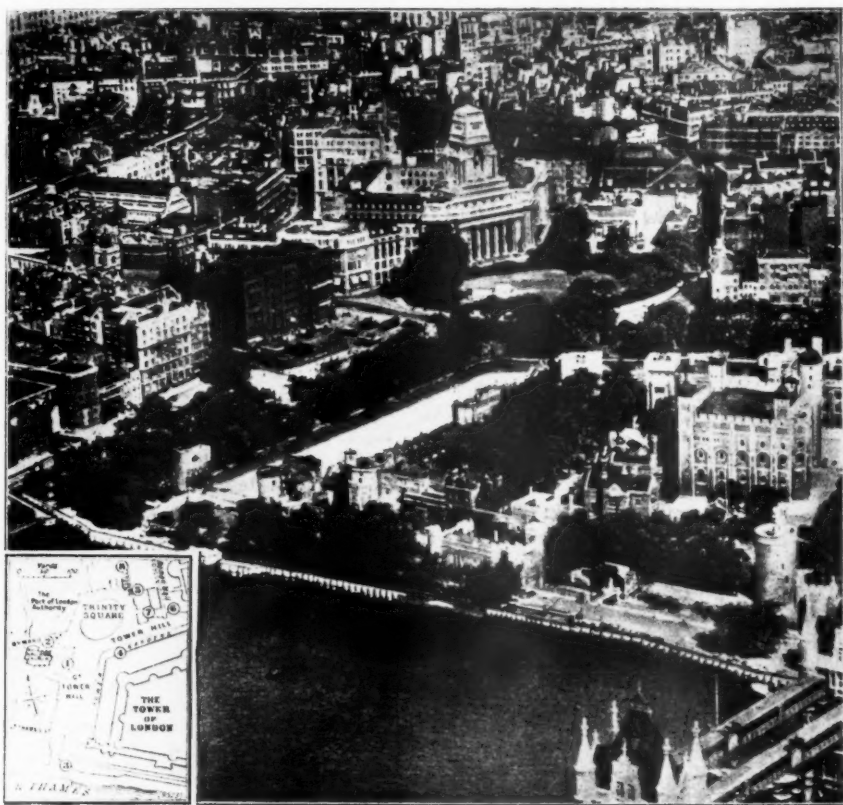
The proceedings of that conference formed a model to many succeeding conferences.

Among the many interesting projects put forward for discussion was one for a ring road round London; another on satellite towns and the possibilities of decentralisation, and many others, all of which have had an influence on succeeding trend of thought with regard to the planning of London.

THE LONDON SOCIETY

The London Society, which came into existence in 1912, made it one of its first tasks, under the aegis of Sir Aston Webb, to prepare a plan for the future of London.

The plan, which was published in 1919, was full of suggestive thought, much of which has been embodied in local town-planning schemes. The plan was not allowed to be published during the war, as it was feared that it might mislead the enemy. The rush of building which came upon us after the war unfortunately



TOWER HILL

An aerial view of Tower Hill showing the large warehouse to the left of the Port of London Authority building which is to be demolished as part of one of several proposals for the improvement of Tower Hill

came too quickly for the plan to receive the consideration which it deserved. Looked at now, the plan is already so trampled on that it will need rather more than a stimulant to bring it to life again. It is a warning that behind even the best of plans there must be a strong hand with power if necessary to wield the stick.

A series of essays on "London of the Future," published by the London Society in 1921, will also be valuable to the future, and the Society's success in inducing a wide interest in London has undoubtedly helped to crystallise public opinion in favour of planning.

The work in which the London Society have been recently engaged in connection with unemployed architects is well known.

PUBLIC SERVICES

The public services are an essential part of London's planning, but their relationship to a general plan has up to the moment been entirely ignored.

The Metropolitan Water Board, formed in 1902, took

over the undertakings of the eight or nine separate water companies, and the amalgamation of these undertakings made it possible to link up the various districts and to construct the great storage reservoirs at Staines and Littleton and in the Lee Valley—London's lakeland, so little known to the majority of Londoners, but forming the nucleus of what should be one of London's finest open spaces.

The Port of London Authority, formed in 1909, similarly took over the undertakings of the various dock companies, and since that date has constructed great new dock works at Tilbury and in King George V Dock at East Ham.

The gas companies have still retained their independence, but even here the tendency is to amalgamation and closer working arrangements.

Electricity supply, although still in the hands of many separate undertakings, is now co-ordinated under the Electricity Commission and the Central Electricity Board.

The first tube railways were amalgamated into one undertaking with the London General Omnibus Co., and these have in turn been amalgamated with the trams and suburban railways into the London Passenger Transport Board, under the able direction of Mr. Frank Pick.

Last of all, the Banks have largely amalgamated, so that all the industrial and financial resources of the country are represented by them.

Could one have a more powerful organisation to work with the Planning Authority than all these interested public services?

LONDON TRAFFIC

The distribution of the population and the spread of its industries are primarily responsible for London traffic, the proper accommodation of which demands a plan.

In 1905 the Royal Commission on London Traffic recommended that a Traffic Board should be established to deal with locomotion, transport and traffic in Greater London. The Committee of Engineers attached to the Royal Commission also put forward strong recommendations for a new east and west road northward of Oxford Street, and for a new north and south road crossing the river near Blackfriars. An interesting suggestion by Sir John Wolfe Barry was that a special bicycle track should be constructed right into the city.

In 1916 the London Traffic Branch of the Board of Trade, which did such good work under Col. R. C. Hellard, came to an end, and the Arterial Roads Conferences called by the Local Government Board provided a most useful foundation for the present arterial roads.

In 1919 a Select Committee, appointed to investigate congestion in existing means of transport in the metropolitan area, reported that "the immediate creation by Parliament of a London Traffic Authority could alone remedy the present intolerable conditions." The Ministry of Transport is the result, and the work of the Roads Department of that Ministry is a record of achievement of which they may well be proud.

In 1924, the London Traffic Act constituted the London and Home Counties Traffic Advisory Committee which, under Sir Henry Maybury's direction, has done most invaluable work.

In 1926, the Royal Commission on Cross River traffic recommended a programme of works to a definite plan, and the creation of a new central authority to deal with the problem of bridges and cross-river traffic facilities.

So far this recommendation has not been acted upon, and in the long-protracted battle over Charing Cross Bridge this ideal has sunk into oblivion, but it still persists.

In 1909 the Development and Road Funds Act set up the Road Board and authorised the Treasury to acquire a strip of land up to a quarter of a mile in width in connection with any new road constructed by the Government. This, unfortunately, has never been

acted on. Had proper use been made of this power, the 150 miles of arterial roads already constructed would have been "Parkways" flanked by strips of open country, instead of providing free frontage for freehold villas. Fortunately, before it is altogether too late, the progressive counties of Surrey and Middlesex have determined that better results must be secured. The possibility of a Parkway up the Lee Valley has also been explored and found to be practicable, and the new North Orbital Road is positively asking for further reservations along its whole frontage, such as those already secured at Denham. There is no reason why a system of Parkways should not be provided in connection with a Green Belt round London, incorporating landing facilities for aircraft.

AERIAL TRAFFIC AND AERODROMES

The Airport of Croydon is a comparatively new undertaking but all round London there is gradually forming a chain of aerodromes which must have a material influence on its planning.

At present none of these can be reached by car in less than half an hour and, before air transport in this small country can be really effective, the time element must somehow be reduced. Either there must be rapid transit to the aerodrome or the aerodrome must come into the town.

The suggestion for an elevated aerodrome over King's Cross Station is probably not one which will commend itself to present-day London, but it is indicative of the existence of a real need.

The broad Thames offers an evident inducement to its use by seaplanes, and here again is a matter which must be considered in relation to the planning of the further bridges over the Thames which are long overdue and must be incorporated in any plan for the future of London.

TOWN PLANNING SCHEMES

All the foregoing evidence proves that from the beginning there has been a sub-conscious realisation of the necessity for planning and controlling the development of London. Public opinion has always been vaguely in favour of planning, but it was not until 1909 that the first Town Planning Act was secured. Even after this, however, it took nearly twenty years before the uses of the new powers were appreciated. At last a definite move is being made.

Already the London County Council have resolved to prepare no less than 18 town-planning schemes, comprising 23,946 acres, or 37½ square miles, nearly one-third of the whole country.

The Greater London Authorities, within the area of the London Traffic Advisory Board, are preparing some 149 schemes, including a considerable proportion of the 1846 square miles which constitute the area.

The Greater London Regional Advisory Committee set up in 1927, under the able chairmanship of Sir Banister Fletcher and Lord Haddo, and with the expert guidance

of Sir Raymond Unwin and his successor, has already achieved a considerable amount of solid work.

A definite policy for open spaces has been laid down, and it remains for this policy to be implemented by the responsible authorities both in London and outer London.

The Town and Country Planning Act, 1932, which came into operation in April 1933, now makes it for the first time possible to include in a town-planning scheme all land, whether built upon or not. It is a hopeful sign that the City of Liverpool has already resolved to prepare a planning scheme for its whole area. London cannot afford to be left behind.

In considering the planning of built-up areas, the present height limits of the London Building Act must of necessity be reconsidered, so that the height of buildings bears some relation to the width of street.

The present limit of 80 feet, with the addition of two storeys in the roof, is in some few cases insufficient. In general, however, it is much too high for the present average street. Each new building brings additional traffic, and if all London were built up to this statutory height the street congestion would be beyond description.

A PLANNING AUTHORITY FOR LONDON

In a paper read last year before the Royal Society of Arts, the Vice-Chairman of the Improvements Committee of the London County Council—Colonel Benskin—said: "One could not deal with the future on the existing system. He failed to see how any progress was

going to be made with big ideas unless, somehow or other, there could be got one executive body to do the work of the whole of Greater London—a body which would take into consideration at the same time town planning, improvements, housing, parks, etc. They were all interlocked. He looked upon the future as being merely idle speculation under the present organisation, and in the organisation which he pictured he obliterated politics."

A statement from such an authority deserves respect and when he says: "I would spend what I could afford in preserving a green belt round London," he has with him an enormous weight of public opinion.

We must save what we can of the parklands and green fields before they are swallowed up. The Greater London Regional Committee provides the clue for a great Improvement Trust which must be set up and provided with sufficient funds, if any real progress is to be made. Golf courses need not all be built over. Open spaces must be secured on a vast scale. Every new arterial road and every by-pass road where it is still undeveloped should have its fringe of "parkway," and an ordered plan laid down for the future of our main routes, our bridges and our bridge approaches. Almost more important than any of these is the need for securing the re-housing of the community in accordance with the best principles of planning.

That such a plan would pay for itself there can be no doubt.

CONCLUSION

No one of us can forecast the future with certainty, but, in the light of what has already been done, we can see certain obvious things that will want doing as and when the opportunity arises.

Let us agree on a few general principles:—

1. We must have a general plan to know what we want to attain.
2. We cannot set a limit to natural growth.
3. We cannot do without both town and country and each must be readily accessible to the other.
4. We must make up our minds as to the policy we want to adopt with regard to

(a) decentralisation by the encouragement of new centres, or by

(b) letting things take their course until the resultant congestion becomes so acute that the most drastic and costly operations will be necessary.

We shall no doubt take the middle course of adopting a little of both policies, but we shall find that a regional or national authority is essential if we are to deal with the encouragement of new centres.

5. Either policy will require

(a) good communications by road, rail, and air to all parts of the community,

(b) proper location of industries and commerce for convenience of distribution and efficiency, with reasonable room for expansion.

(c) health, comfort, and convenience for the inhabitants—and amenity to the fullest degree.

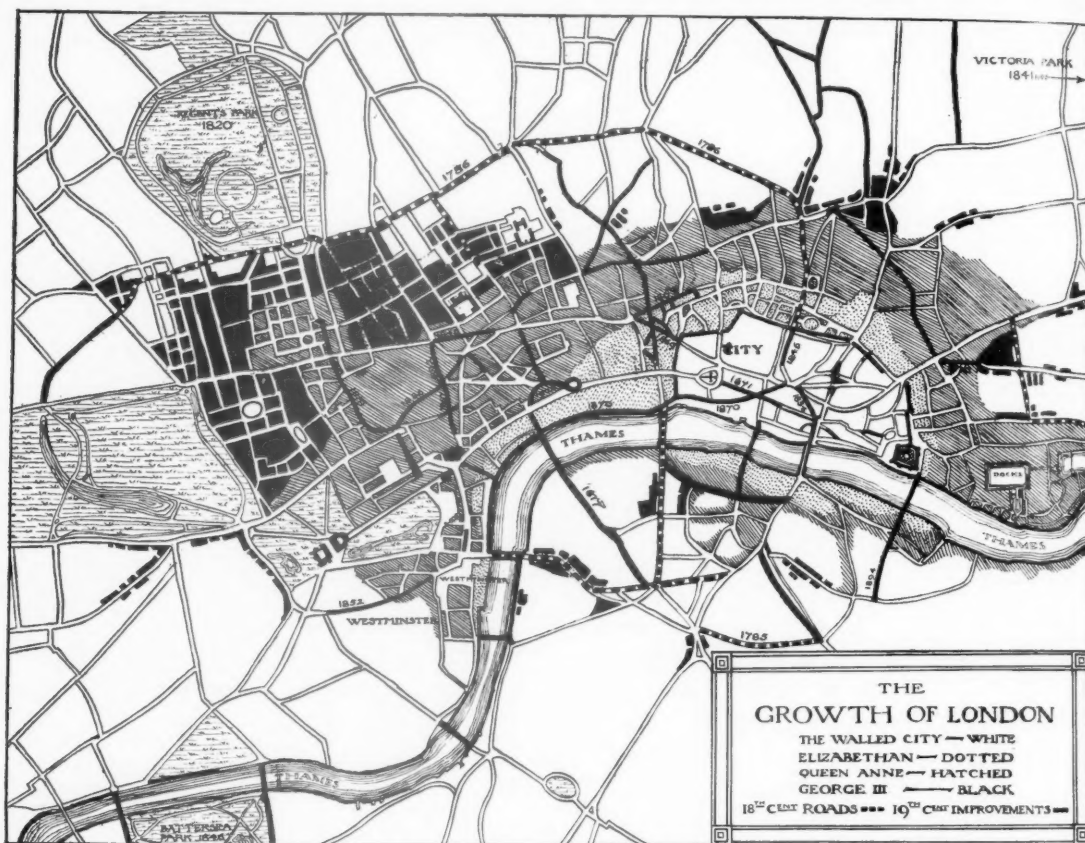
6. In so vast a community as London, it is obvious that industries and commercial undertakings cannot all be concentrated at one spot and must, therefore, be widely distributed in suitable grouping. The industries themselves are best qualified to decide as to their location, and the group organisation of industry should clearly work in close touch with the Planning Authority. Industry can do more for a proper policy of decentralisation than any other force.

London is constantly changing under our very eyes, and any planning proposals must be reasonably elastic. The increased attention which is everywhere being given to the clearance of slums and the housing of the working classes indicates that we must have a definite policy either of centralisation or decentralisation.

The proper location of industry and commerce is of first importance, and the leaders of each group of industry and of each form of public service must help with this phase of the problem. The preservation of old buildings of historic or artistic interest must not be overlooked and, last but not least, the reservation of large areas of open space is everywhere essential.

This paper has, I fear, been a long one, but the story with which it deals is still unfinished, after nearly two thousand years in the making.

London is richer now than ever before, the supply of labour is abundant. There is scope for all men of good will in this great task—the planning of London.



AN EPILOGUE OF LONDON IMPROVEMENTS

Vote of Thanks and Discussion

Mr. ERNEST M. DENCE, LL.D., J.P. (Chairman of the London County Council): Mr. President, my Lord, ladies and gentlemen, it is my very pleasant duty to move a hearty vote of thanks to my old friend Mr. Davidge for his excellent paper on the Planning of London, Past and Present. Were it not for a certain process that is going on at this moment I could have wished that all my colleagues on the Council could have had the privilege of being here this evening. Mr. Davidge has made a life-long study of London development, and he is acknowledged by all as the foremost authority on the great problems which are inherent in the constant development and changes that are proceeding both in the County of London, or, as we sometimes call it, Inner London—that "pure white spot" in the middle which Mr. Davidge showed us in one of the plans which he projected on the screen—and in the Outer Ring, the whole of which goes to make up this great City with over eight millions of people. This great Association will realise the importance and gravity of the problem; they know that in the last

ten years we added no less than over a million people to the population of the Outer Ring alone. Mr. Davidge has accentuated, in his excellent address, three fundamental requirements. The first of them is that we must have a general plan, so that the multiplicity—and one cannot help deploring that multiplicity—of Local Authorities and interested parties may know what we want to attain, and what must therefore, within reasonable limits, be conformed to. Second, that we must provide for a great open belt, sterilised against all encroachments by the residential, the commercial or the industrial user. I think that there are a great many bodies, both in the County and outside it, who are impressed with the importance of that question: I am quite sure that my Council are so impressed, and that as soon as ever their brother Authorities are ready to join with them, the deed will be done and we shall have preserved for ever that most desirable feature of London, the green belt. I would just add to that, however, this other important thing: that every day there is development taking place, within the

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area enclosed by that green belt, and there is land requiring to be preserved within those limits. The London County Council have an area, in two schemes, of 1,300 acres sterilised against development, and one can only hope that the areas outside the County in those other Authorities will similarly have a sufficient proportion of open spaces for the benefit of all the people who will live in this great Metropolis. Thirdly, that the master-plan of London shall provide for the proper distribution of population, commerce and industry, and the most effective system of transport by road, rail and air. Some people may say that we shall only achieve these great aims if we have a Dictator, and that for this purpose we must find a suitable, nicely-coloured and attractive uniform for the people who are to commit themselves to his all-powerful system. I am disposed to think otherwise, and in listening to Mr. Davidge I am confirmed in believing that there is a body of opinion among those who are qualified to be heard, and there are many here in this august assembly, which is a sufficient safeguard and assurance that we shall proceed along just such a broad line of policy as he has enunciated. I agree with Mr. Davidge, however, that we must hurry up. Town planning—if you will forgive what seems to be a mixed metaphor—is like the Prodigal Son who was lost—because Mr. Davidge has shown that there were brave attempts at planning in the past—and is now found; that while the town planning prodigal was abroad giving other countries, including the British Dominions, the benefit of this wise and far-seeing method of urban development, the other brother seems to have stopped at home and made a sad mess of things. And during the nineteenth century he had a high old time laying out our town, either in some kind of gridiron pattern or in a jazz design of which he held the master-plan. For a consideration his design was licensed to be used by anyone who could show that he had no ulterior motive relating to the planning of town or city, only the desire to build houses warranted to stand for twenty years on any piece of land he could get hold of. When he became tired of stamping a pattern on London he went into the fields beyond and left his imprint there. Then came the time when the prodigal brother returned to the mess he found. And here we must leave that beautiful old Bible story and confess that it does not fit the case.

Town planning powers have existed, for practical purposes, only for about fifteen years. At first we were only empowered to make schemes for undeveloped or only partially developed areas, and with these powers the London County Council adopted schemes covering, as Mr. Davidge has just told us, about 26,000 acres, a very important area of the County of London, no less than one-third. Then came the 1925 Act, which differs from the later one, the 1932 Act, in a very important respect. Under the 1925 Act, from the date of the Council's resolution to adopt a scheme, the first stage of that scheme became operative. Under the 1932 Act the Council's resolution has to be approved by the Minister before the first stage becomes operative. You must not assume, because I make this comparison, that I am grumbling about the later Act. I am certainly not grumbling, and I will tell you why. The principle of the 1932 Act is that there must be a reasonable probability of some important development in an area to justify the making of a scheme. It is true that this implies our keeping a very careful watch within the County, and that we must distinguish between a kind of development which will not materially affect the transport routes, for instance, open spaces, etc., and some other proposals which, if not taken in time, would involve the County in troubles more or less acute in character. And the feature of this Act is that there are two great

Authorities who must be at one in their opinion, namely, the Town Planning Authority, and the Minister of Health. In London I think that is a very wise provision, and I certainly welcome it on behalf of my Body. I can assure this august body, the Royal Institute of British Architects, that the Town Planning Committee of the Council, under its indefatigable Chairman, Lord Haddo, neither slumbers nor sleeps, and that it exercises the utmost vigilance, not to prevent development, but to help and direct it along lines that will avoid mistakes of the past, and will give us buildings and development in London of which London itself can be proud.

Mr. President, with the greatest possible pleasure I move a very cordial vote of thanks to Mr. Davidge for his most interesting and instructive paper.

Mr. ALDERMAN EWART G. CULPIN, J.P. [F.]: Mr. President, ladies and gentlemen, I second this vote of thanks to Mr. Davidge for his lecture on many scores. Perhaps the first is that for over 25 years I have been associated with Mr. Davidge in work of this nature. When I was Secretary of the Garden Cities and Town Planning Association and Mr. Davidge was my Chairman, we used to have many excursions looking into matters of this sort, and perhaps my whole life has been changed after the influence Mr. Davidge exerted on me at that time, in that if it had not been for him I might still have been a propagandist instead of having gone into professional work. I have heard Mr. Davidge lecture on this subject several times, but it is never the same lecture. I do not know how he manages to put forward something different each time he talks about London. He certainly, on each occasion, brings out something illuminating, something which teaches us what those who have gone before have done, and points the moral in some kind of way that we to-day are doing very little indeed. I think this lecture of Mr. Davidge's ought to have been delivered not to those 144 members of the London County Council, to whom my Chairman has just referred, but to the 250 candidates who are soliciting the suffrages of London in the present County Council Election. I would wish that everybody who is standing for election to a municipal post should be required to go through an examination as to what London is and what London ought to be, and what powers the London County Council has for making London something of which we may justifiably be proud.

Mr. Davidge has pointed out that in this Greater London area of which he has spoken to-night there are three hundred statutory bodies. What is the good of thinking that three hundred bodies will get together to get this planning of London which is talked about accomplished? I hope that, sooner or later, the minor jealousies which have prevented the coming together of these bodies will have disappeared, and that we may some day have one great body with a master hand, controlling, not the little details of local affairs, but one great master-hand controlling the great and major destinies of Greater London, bringing out and settling its big problems, its big roads, deciding where its big things are going to be, and seeing that there is a definite plan for the future growth of London, a scheme which will be a worthy successor of the efforts that have gone before. As Mr. Davidge has pointed out, we have a Greater London Regional Committee. It is a body which is largely advisory, and has but few executive powers. We want some body who will get on with the job. The problem is so vast, it entails so many minor problems that it is a pity we cannot adjust the differences which exist between the various councils and bodies which comprise this area, and come together for a common purpose.

Mr. Davidge started his lecture on a note of reproof. He pointed out that every big city in the world has had its big town planning scheme, but London still lags behind: Wren had his plan, Evelyn had his, Gwynne had his, and they have gone. But each has made his contribution to the London of to-day. Yet London still remains, to a large extent, in a condition of chaos as far as town-planning is concerned. Those of us here who are concerned with planning, those to whom planning is their very life-blood, the young men who have been trained in our schools, all realise how planning must be of the very essence of our work. To us Mr. Davidge's message to-night is something which is worth while: it is an inspiration. We can learn from the past, can learn not only from its successes but also from its mistakes, we can learn something which will be useful for getting on with the work in the future. This is a job for a big man, a job requiring a vast conception. What the future has in store for us we, of course, do not know. I, as a humble member of the London County Council, have tried to get something done in the way of a large and comprehensive plan. It has got to come, sooner or later, because, by the provisions of the Statute, something must be accomplished in the course of time. And we hope that out of the chaos of the past we can adequately realise the prospect for the future and get done something definite; that the green belt, the new open spaces, the reservations of one sort or another, will be accomplished.

What I am afraid of is that the haphazard developments of to-day may prove a barrier to-morrow; that the laying out of small things to-day without the conception of a big plan, may result in a blocking of the big avenue of the future. That is why I say the preparation of the plan should be done immediately—of course it should have been done long ago—so that the good things arranged for to-day may not be a menace to the better things that are coming on.

We have to go for all these problems in a determined way. Just as we want centralisation in government, we want decentralisation in our developments. These things Mr. Davidge has shown the way to to-night, and I am sure we shall all join heartily in thanking him for the manner in which he has presented his case.

LORD JESSEL: Mr. President, ladies and gentlemen, I did not expect, when I came here to-night, that I should be called upon to open a discussion. At the same time I should like to say a few words to you, because for many years past I have been a member—in fact I think I am the oldest member of London's Local Governing Authorities, as I held office over 30 years ago as Mayor of Westminster.

Much has been said to-night about London. You know that Westminster and the City of London are inextricably bound together, because it is in Westminster and in the City of London that the great town planning schemes which Mr. Davidge told us about have taken place, and which I hope will continue.

I would like to say a few words about the past. We must all agree we are greatly indebted to Mr. Davidge for his lecture to-night; and I also agree it is a pity that the 240 people who are engaged to-night in contests—perhaps in other lectures, possibly more amusing for them than this one—are not present here. You have chosen an unfortunate time.

You have heard about these great schemes of the past; and we have been very interested in them, but they did not all fructify. That some of them did not we cannot regret, as Mr. Davidge has already said. The difference between to-day and then, and the apparent neglect of town planning schemes is due to the fact that, as the Chairman of the London County

Council has told you, these Town Planning Acts have been in existence only 15 years. The last Act, that of 1932, deals intensively with built-up areas, and that has been our difficulty; we had not been able to deal with the built-up areas until this new Act was passed. There is a good provision in it that London is to have a town-planning scheme within a certain number of years, and there is no doubt that, under Mr. Dence or Mr. Culpin—according to which Party gets in—we shall get it. Because, as you know, the results of elections are on the knees of the gods, or, as someone said, having regard to the predominance in numbers of women as voters in London, on the laps of the goddesses. There is no doubt, I say, that in a short time we shall have a town planning scheme for London. It is really a matter of education. After this lecture to-night, I know more about this subject than I did before. A colleague of mine is Sir Raymond Unwin; I am a member of the Crown Lands Advisory Committee, and that was set up to deal with the kind of buildings of which you know examples which ought not to have been erected. We were asked to come in and advise the Crown Lands Commissioners as to what was to be done in the future. I shall not, of course, divulge to you to-night what the report of that Committee will be; it has finished its labours. Whether the report will be published or not I do not know. But I can tell you it has revealed to me that in olden times the Government were much more generous to London than more recent Governments have been; you can see that by the way they have given these great improvements to London, and as the Crown owns a great deal of property in the central part of London, you will realise they had some idea of the requirements of the citizens and the amenities of the public.

Another point is a very interesting one, it is one which Mr. Culpin touched upon, i.e., the difficulty of getting these outside local bodies together for discussion. In the first place, I suggest that the London County Council Town-planning Committee is not sufficiently comprehensive; you ought also to have to take into consideration the traffic requirements, improvements and the building acts. I consider you need all those three when you are dealing with town planning. Building and transport I consider very important. When you have got a powerful Committee of that sort together you can approach the other authorities and get them to work with you. If you do not do that, you will have to go to Parliament. But remember you cannot coerce local authorities; this thing has got to be done by agreement and by education.

As to the green belt, which has been referred to several times, I hope that will come into being, and, accompanying that provision, I hope there will be more playing fields for London and Londoners. When we look at London we are rather critical; it is a trait in the English disposition to criticise his own country, except, of course, when the foreigner tackles him. We in London certainly have got that self-criticising habit. I go about the country a good deal and I see these dreadful ribbon developments, which is as bad in other parts as it is in London. We have got to wake up.

As far as town planning is concerned, I talked to the agent of one of the most important estates in London, and I said to him, "On behalf of your owners, do you object to town planning?" He said "Not in the least; for a good town-planned estate there should be no ground for the least fear on the subject. Of course the question of finance comes in. Take a piece of town planning by the river side, where the flood happened a few years ago, on the Duke of Westminster's estate. Sixteen acres there have been town planned, and it

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has not hurt the estate at all. Much of the land is given to Westminster for a housing scheme, 6½ acres, with open spaces in the middle. The estate will not suffer, and, on the other hand, the public will enormously benefit. That is the good idea of town planning, and that is what we must work to bring about. We must bring together the owners and the local authorities, they will not lose in the long run, and we shall get rid of the eyesores which we see wherever we go in the vicinity of London. I hope that long before the time that Mr. Culpin prognosticates we shall get this important town planning scheme for London made a reality.

Mr. SYDNEY TOY [F.]: There is one aspect of town planning, sir, to which I would like to call attention; it may or it may not help. It is that we should have a general scheme. I was very pleased to hear Mr. Davidge say in his lecture that one of the finest schemes we have had in modern times in London has been that of Aldwych and Kingsway. As one who has lived in that area for 30 years, I agree with him entirely, but it seems to me that the whole *raison d'être* of that scheme was that it should have a bridge somewhere across the river at the end of that thoroughfare. Ten years ago, Waterloo Bridge showed signs of giving way. We remember the fight which occurred over the matter; it was one which the Royal Institute took a part in, and in which the archaeological people engaged. It was urged that Waterloo Bridge should not be touched; it was a beautiful bridge. The idea of sterilisation, which has been mentioned to-night, did not mean sterilisation of development, but sterilisation of the green areas outside the City. But here was a case of sterilisation of development. It was true that Waterloo Bridge was a good bridge, but it had had its day, and no amount of alteration of that bridge would make it better or more adequate for present needs. We know the fight which took place concerning that bridge, and the red herring which was drawn across the discussion, by the controversy which arose over Charing Cross Bridge, and while that was proceeding, Waterloo Bridge continued to fall down. The point is that, had we expended our energies on the main idea, we might have been able to produce something which would have been a great advantage to the City in the future. Anyone who lives in that area knows that the traffic congestion between Wellington Street, the Strand and the other thoroughfares at the present day is terrible. What will happen when that bridge is altered I do not know. We know that architecturally its appearance will be spoiled, and what will happen when we double the line of traffic which will go across it and come into the Strand I leave you to guess. If we had concentrated on the main scheme at the time and had designed and built a bridge which would have come across at the other side of Somerset House, we might have had a scheme which would have been a great advantage to the traffic of the future.

Major HARDY-SYMS, F.S.I. [L.]: I am very happy, Sir, to be associated with this vote of thanks to our friend Mr. Davidge. Before I attempt to take part in the discussion on his paper, may I say that this is the first time I have been able to be present at a meeting here since I took over the post of Technical Adviser to the Greater London Regional Planning Committee, in succession to the Institute's immediate Past-president, Sir Raymond Unwin, our friend and mentor, than whom no one has done more to further the cause of good housing in this country, and indeed in the world, and to obtain a better measure of social and industrial life through the obvious course of better planning. The fame of Sir Raymond has now become universal, and his influence international. In these respects it will be difficult for anyone else to follow a man of such distinction.

The title of the paper to-night is "Planning of London, Past and Present," the title having been altered to this at the beginning. But I still think that it was not quite the right title, and that, if Mr. Davidge does not mind my saying so, the paper should have been called "Schemes for Planning Parts of London." This is not a mere quibble on words, it is, I think, an important point to bring out, because it indicates that we have not had, and still have not developed, the habit of thinking and talking about London as a whole. That is the real reason why we find ourselves, at the present time, in our thrilling but chaotic state of affairs in almost every sphere of public activity. In every age and period, I think, we have always been somewhat self-confident, and apt to imagine that we know exactly what our needs are. My own opinion is that we have never fully understood requirements, and probably we never shall do so, because we have rarely had access to, or knowledge of, all the innumerable outside factors which influence our lives. We are now beginning to develop a technique of research and survey, which, when reduced to convenient form in the shape of statistical information, will enable us to comprehend some of the factors, their tendencies and their influence, which may assist us to plan more knowledgeably.

Most of the development schemes which we have been hearing of to-night are estate development schemes. Some have been carried out, others have not, and I agree with Mr. Davidge that we are lucky that some of them never came to fruition. Take Wren's plan for the re-building of London; might it not have given us another factor for embarrassment, or at any rate for consideration to-day? I mean a reluctance to disturb so interesting a piece of organic planning. It set a standard for civic design, from the lack of which London has suffered. But the actual proposals and provisions themselves would not have sufficed or settled for all time, as some have affirmed, such problems for example as the road traffic of to-day. Wren's street widths would have been insufficient for present requirements, and, whereas the labyrinth of streets which now comprises the City is also equally inadequate, their very casualness, with numerous alternative routes, has given us the opportunity of adopting that new expediency for easing the traffic flow, the one-way street, which the rigid inflexibility of his complete, dignified and organic plan would not so readily have provided. Probably any suggestion to widen streets, however necessary, or to provide new routes, would rightly have called forth a howl of protest, for no alteration to his plan could have been made without seriously affecting its architectural unity.

Something is wrong with London, at least many things are not right, and I am now referring to Greater London, that area of some 2,000 square miles, containing and controlled by some 162 Local Authorities, within a radius of, approximately 25 miles from Charing Cross, in which about ten million people live. This is the area covered by the London Traffic Act of 1924, the area with which my Committee is concerned. These people feel that they must live in London; they are drawn hither not only by the trade magnet, but also by the social magnet. Statisticians tell us that in the near future the general population of the British Isles must decline; but all the while London remains the financial centre of the world, the General Headquarters of the Empire, there can be little doubt, I think, that the population of London will increase, despite the general decrease through the country as a whole, and its urbanisation will tend to spread further still, until it overwhelms more country towns and villages, as in the past, unless something is done for the better control of future development. In the Press,

both technical and popular, letters and articles from many eminent specialists have recently been published, and here are some of the headlines: "What is London's Future?"; "Danger of Failure of Transport System"; "Greater London's Need"; "Crisis in London's Development"; "London's Sprawling Growth"; "London Could Hold 20 million People"; "Belated Town Planning"; "Build 100 Daughter Londons"; "London Must be Rebuilt"; "London Requires Motor Routes"; "Higher Buildings for London"; "More Playing Fields Required for London"; "The City and an Air Port"; "London must be Re-planned." Politicians of all parties know what to do, and speak with a common voice. That being so, I trust that in devising plans for the future we may be unhampered by party politics or parochial jealousies. A matter of such colossal importance is too urgent to be dealt with on any other lines than "the greatest good for the greatest number," with the maximum efficiency and the minimum of expense, in the shortest possible time. We are talking about re-planning and re-building, but while we are talking, London is re-building itself, and in doing this naturally or by individualistic effort it is adding still further to its congestion, as individual re-building is not accompanied by re-planning. The planning and re-planning and zoning, the linking up of slum clearance with the unique problem of Greater London as one definite whole.

Sir RAYMOND UNWIN (Past-President): Mr. President, I very gladly, at your request, say a few words, because I would like to take this opportunity of thanking Mr. Davidge for the enormous amount of time that he has devoted to the study of this great problem of London. I frankly admit I do not know a tithe of the details about London that he knows; and, if I may make bold to say so, I think if I were to try to burden my mind with such a mass of detail I might never "see the wood for the trees," not having the capacity to hold in my head two such big things at once! It is a very big problem. I do think that, as a City, we have to make our people somehow conscious that we have passed the stage when

things of any kind can go on haphazard. I have recently been across the water, seeing most interesting conditions on the other side. This is the lesson which is borne in upon me more and more, that—whether we like it or whether we do not—we are in an age when haphazard will work no longer. Our order will break down, and we shall go over the precipice, as the American nation nearly did, for want of planning in industry, for want of planning in their economics, in their finances, in their banking especially, and for want of planning in their farming, and other things. Under the lead of their President they are taking this in hand. We have to learn that lesson in regard to London. It is not easy, especially with such a prodigious problem as that of London. I do not think it is a problem for a dictator. I do not believe in dictators myself; but I do believe that when we come together as a people and say "We have decided that a certain thing shall be done," we must get together a body of men who shall devote their time and attention to doing the job and trust them to do it. That is not dictatorship, that is the rational way of utilising democratic decisions in order to set in motion an effective way of getting them carried out. I see no other way whereby the planning of London can be adequately dealt with. You will need many men and many brains; and when you have those men, you must find one man, finally, to throw it into shape. He will be, primarily, a designer, who will keep his mind free of the details—he can have details brought to him as and when he needs them—and he will somehow be able to conceive the plan as a great unified design. That, I think, is the only way, and the sooner we wake up to it the better. The London County Council has the good fortune to be presided over by a gentleman, Mr. Dence, who is himself a believer in planning. That has not always been the case; and if all the other members of the County Council and the Borough Councils believed in town planning as much as Mr. Dence does, I think many of the difficulties he has spoken of would melt away, and we should find ourselves able to give expression to the wish of the people to have a plan for London.



WYTHENSHAW PARKWAY, MANCHESTER
Designed by Mr. Barry Parker [F.]

Aerodromes in Britain

ADVISORY BOARD

Under the chairmanship of Captain F. E. Guest, M.P., there has recently been established an Aerodromes Advisory Board, representing all the major professional, technical, and official interests which are or may be concerned in the development of the groundwork of civil aviation. The board has been formed to continue and expand on a wider basis preliminary investigations carried out during the last few years by the Aerodromes Committee of the Royal Institute of British Architects. The membership of the board for 1934 has now been completed, and consists, in addition to Captain Guest, of the following representatives appointed by the various constituent institutions:—

Institution of Civil Engineers.—Sir Leopold Savile and Sir John Thornycroft.

Institution of Mechanical Engineers.—Mr. Alan Chorlton, M.P. (president), and Major J. Kidston Allsop.

Institution of Electrical Engineers.—Mr. P. V. Hunter (president) and Mr. C. C. Paterson (past president).

Royal Institute of British Architects.—Sir Giles Scott (president) and Mr. Maurice E. Webb (vice-president).

Chartered Surveyors' Institution.—Sir John Oakley and Mr. Dendy Watney (past presidents).

Institution of Municipal and County Engineers.—Major L. Roseveare (president) and Mr. A. T. Gooseman.

Town Planning Institute.—Mr. W. R. Davidge and Mr. F. Longstreth Thompson (past presidents).

Association of Consulting Engineers.—Mr. A. M. Sillar, chairman, and Colonel J. D. K. Restler.

Royal Aeronautical Society.—Mr. C. R. Fairey, president; Lord Sempill, past president; Squadron Leader Nigel Orman, and Mr. Ivor McClure.

Air Ministry.—Lieutenant-Colonel F. C. Shelmerdine, Director of Civil Aviation, and Colonel J. F. Turner, Director of Works and Buildings.

Electricity Commission.—Mr. T. P. Wilmshurst.

Ministry of Health.—Mr. G. L. Pepler, Chief Town Planning Inspector, who is vice-chairman of the board.

The general object which the board has been formed to promote is to explore and develop every available means for securing the reservation of sufficient numbers of suitable sites for aerodromes, the rapid and properly planned development of aerodromes and airways, and the sound design of aerodrome buildings and their layout and equipment. The board is now starting on a wide programme of survey and research work. The secretary to the board is Mr. John Dower [A.], to whom all communications should be addressed at 5 Verulam Buildings, Gray's Inn, W.C.1.

The R.I.B.A. Public Lectures on Architecture

HOTELS

The third lecture in the series of lectures on Modern Influences on London Architecture was given at the Institute on Wednesday 28 February by Mr. A. J. Davis, A.R.A. [F.], who lectured on Hotels.

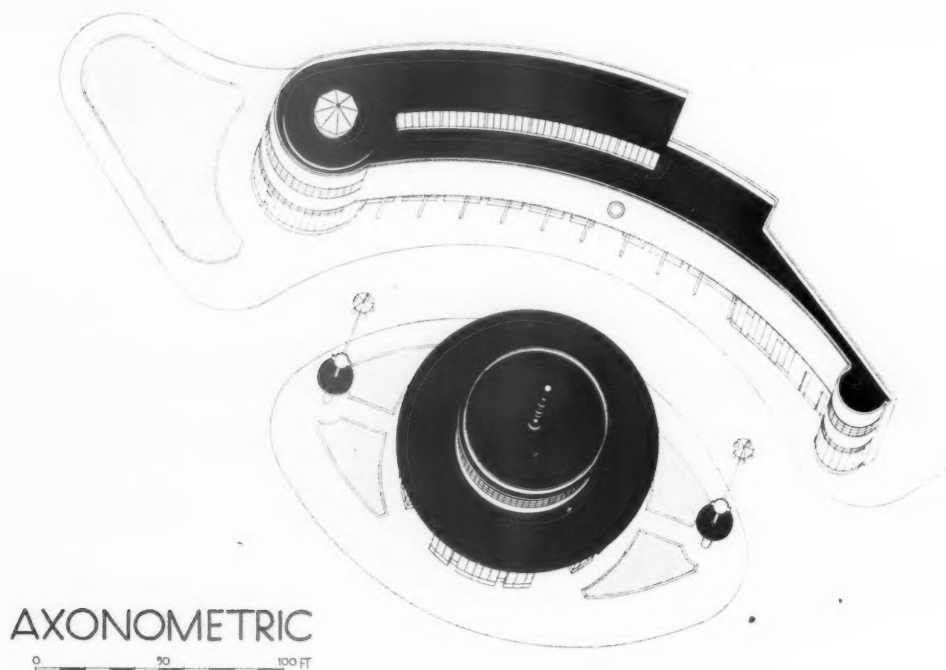
Before going on to discuss in detail the characteristics of some of the latest examples of hotels, Mr. Davis traced very briefly the evolution of the hotel from the early days of inns and hostleries to the magnificent palaces of modern times, and endeavoured to show how intensely complicated and highly developed an organisation the large modern hotel has come to be. The old English inns, simple, snug and convivial, have always played a great part in the social history of the nation; their modern successors, large, luxurious and impersonal, reflect equally the demands of the present materialistic age. They are perhaps the most characteristic of all modern creations.

The enormous change in the character and size of hotels is a recent one. Of the big hotels of the 'nineties only the old Cecil and the Savoy could now rank as modern, and the Carlton, which thirty years ago was considered the very latest thing in modernity and luxury, had only two bathrooms to each floor, whereas nowadays even in the less expensive hotels a bathroom to each bedroom has come to be considered not as a luxury but as a necessity. The rapid evolution of the luxury hotel is due largely to the imagination and organising genius of two men, Cesar Ritz and Sir Joseph Lyons, the latter doing for the middle class hotel what Ritz did for the hotels of the rich.

No type of building, said Mr. Davis, is so complicated and so full of special problems affecting one another as the modern hotel, and he proceeded to show how, with the evolution of the hotel, its whole character and organisation has changed. The landlord, presiding alone over the destinies of his inn, has been replaced by countless experts at the head of countless departments—directors, accountants, managers, engineers, chefs, waiters, housekeepers, servants, as well as endless subsidiary departments such as florists and hairdressers. It is for an organisation of this range and complication that the modern hotel has to be planned, and when to these problems is added the aesthetic one of appearance it can be realised what an intensely complex and specialised job the planning of a large modern hotel has come to be.

In facing the problem of planning Mr. Davis divided the hotel into three units, the first, the engineering unit, comprising plant, workshops, kitchens, storage, etc., the second, the reception and entertainment rooms with their many satellite departments and the third, and in many ways the most important, the residential unit, since it is often on the success of the residential part of the hotel that the whole organisation depends financially. Luxury being the chief aim, perfection of detail in every unit is an absolute necessity, so that every fitting, however complicated or trivial, has to be as faultless and up to date as possible.

Mr. Davis concluded his lecture by showing a number of lantern slides of modern hotels.



THE STATION AND SHOPPING CENTRE, SOUTHGATE

Architects : Adams, Holden and Pearson [FF.]

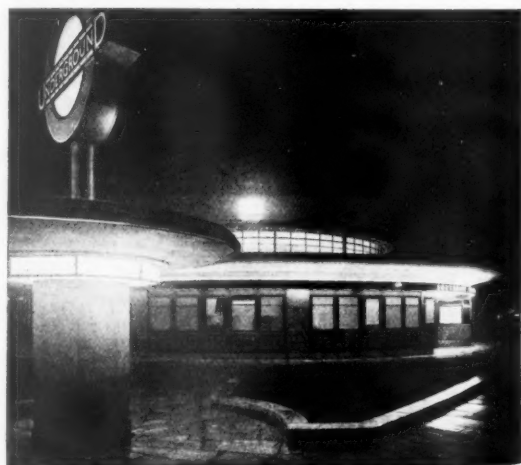
DESCRIPTION

Built for the London Passenger Transport Board, this scheme comprises a station on the Piccadilly Railway, a bus terminus and shopping centre planned in collaboration with the Local Authority.

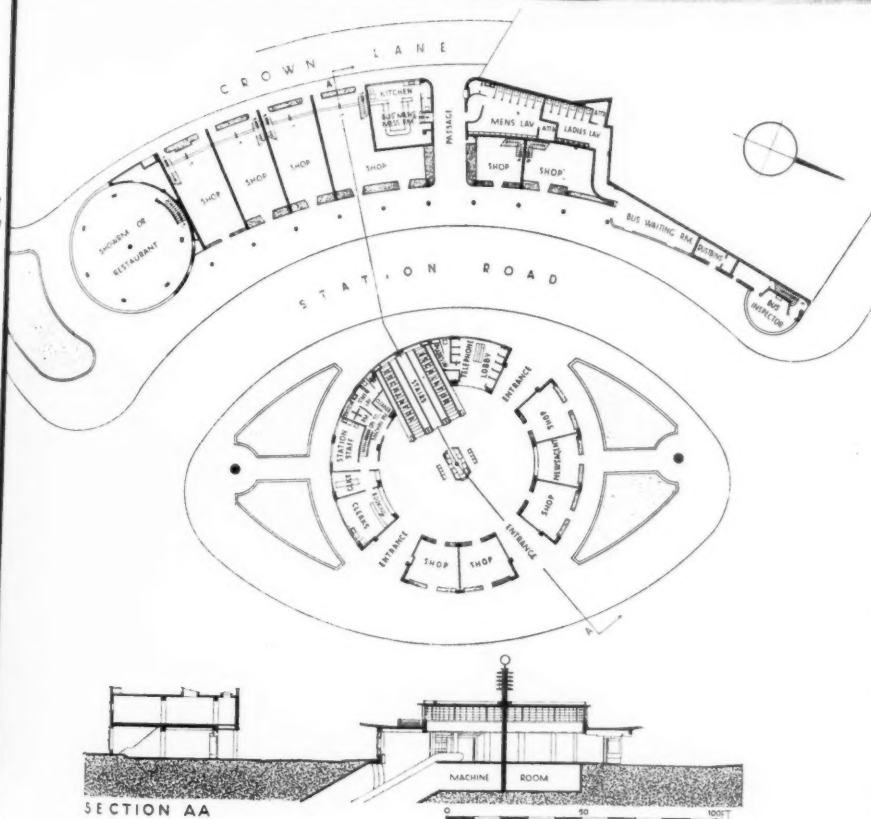
PLAN

The layout was affected by the irregular lines of existing streets of which the principal ones are High Street, Chase Side, Winchmore Hill Road and the Bourne. Ashfield Road is a new road, and Crown Lane has been re-aligned and widened. The Ministry of Transport required that these two streets should enter High Street together and at right angles, which accounts for the site shape at this point. (See Block Plan on page 463.)

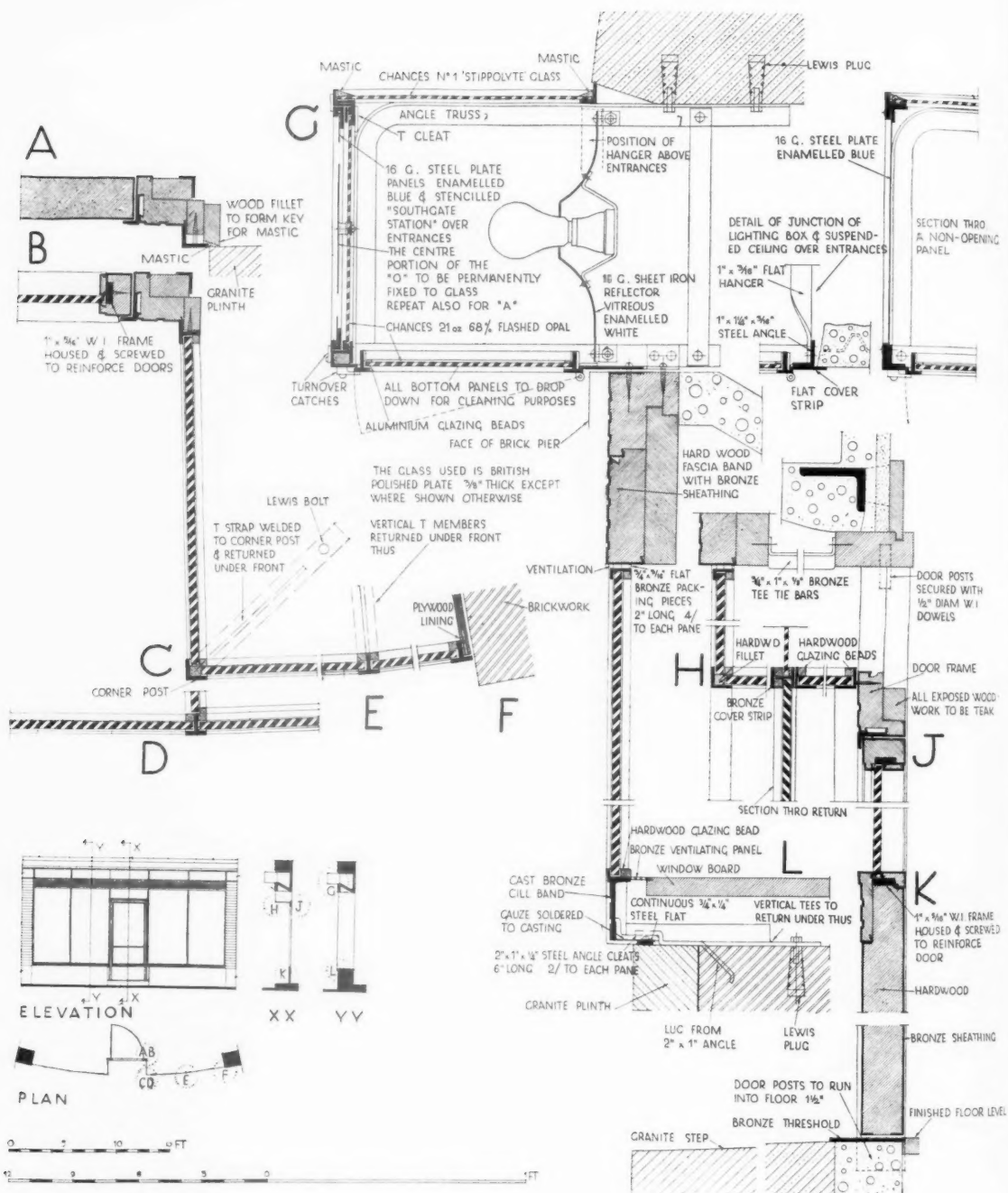
The shopping-centre block contains, in the north wing, an omnibus inspector's office, a public waiting-room, public lavatories and an omnibus staff messroom. The remainder contains shops at about 18 ft. centres, some with frontages on both streets. The upper floors are suitable for storage or workrooms. A second floor can be added.

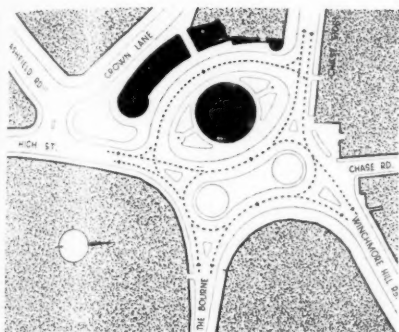


The station by night showing the methods of lighting

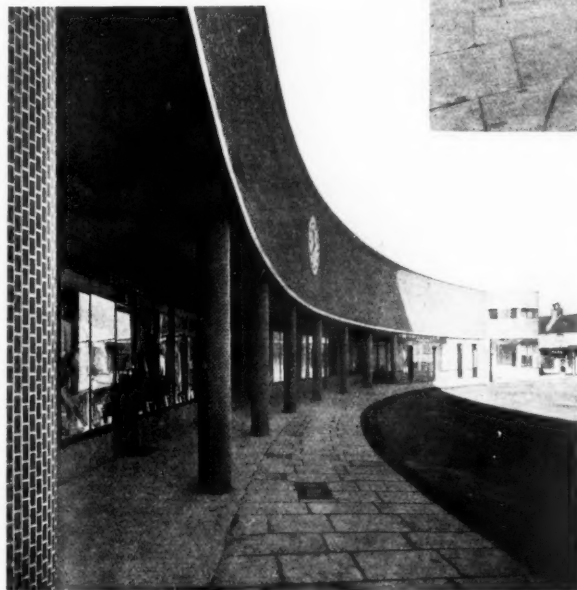


The scheme comprises a station, omnibus terminus and shopping centre, the latter containing a waiting-room, inspector's office and mess-room connected with the omnibus service. The station structure consists of a central concrete-cased steel column, supporting a reinforced concrete roof with radial beams above ceiling level, the outer ends being carried on steel columns at the window line. The concrete is surfaced by rubbing with a mechanical carborundum disc. The bricks are Buckinghamshire multi-coloured and there is a grey granite plinth. The shopping centre consists of a reinforced concrete frame with brick filling





Above is the block plan showing the layout of the whole scheme in relation to the streets, which was agreed by the Southgate Urban District Council, who lent us the plan from which the above drawing was made. On the right is a view from one of the masts. Below is the colonnade of the shopping centre. On the opposite page are full details showing the light box carrying the name sign where it occurs over one of the shops in the station. For the effect of this lighting at night see page 460



STRUCTURE

The station building has a frame partly of structural steel and partly of ordinary reinforced concrete. The central concrete-cased steel stanchion supports radiating beams, the outer ends of which are carried on steel columns. The lower piers are brick-cased, the intervening spaces being filled with glass and steel units having painted cast iron stallboards.

The shop block has a reinforced concrete frame brick-filled, the blank wall above the colonnade being patterned by using stretching bond in the cavity wall panel filling and Dutch bond over the piers. The free-standing circular columns and shop stallboards are covered with 1 1/2 inch by 3/4 inch Belgian black marble tesserae set vertical to break joint in white cement, the whole pier being rubbed down on completion. The shop-window frames are of bronze.

Exposed concrete on both buildings has a Portland

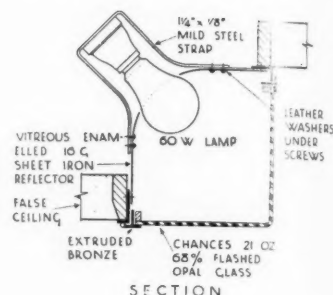
stone aggregate rubbed smooth with a carborundum-faced mechanical disc. The consulting engineer was Mr. R. Travers Morgan.

LIGHTING

The two principal sources of external illumination of the station are a central terminal feature and a continuous light box under the reinforced concrete canopy. The terminal feature consists of reinforced concrete discs on a central post with bronze-framed light boxes between. The continuous light box is shown in the detail on page 462. This throws light upwards on the soffit of the canopy and also downwards. The front of the box is of blue-enamelled sheet steel in which the name-sign is cut out and backed with glass. The masts are also illuminated, with a light box below the canopy and floodlights on the "Underground" sign above.

Inside the station the main source of light is flooding upwards from the roof of the ticket booth. There are also direct-light box fittings round the hall on the piers (see detail on the opposite page) and soffit boxes in the entrance passages (see detail on this page).

The colonnade of the shop building has ceiling boxes.



Above is a detail of the light boxes in the stepped soffits of the station entrances. These can be seen in the photograph below, which shows the station by night





Above is a view of the station interior by day, and on the right a detail of the light boxes on the piers round the outer circumference. The central part of the floor is of light toned rubber surrounded by special hard-wearing paving slabs. The lower part of the walls has black tiles and bronze shop-fronts. The ceiling is of rubbed concrete and the windows are painted dull red

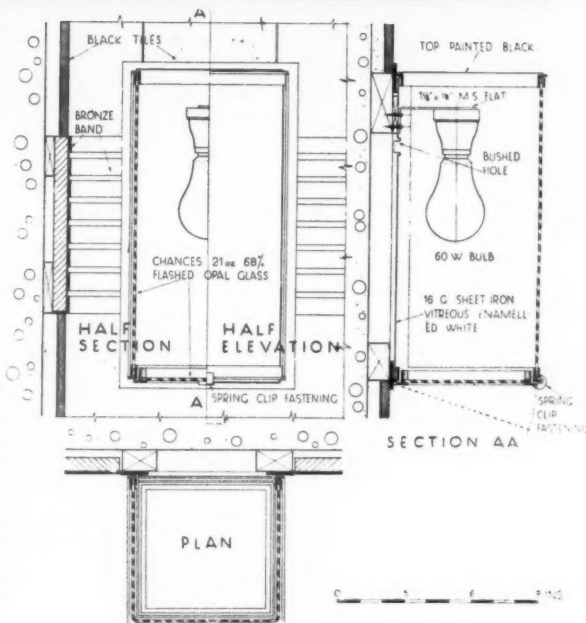
CONTRACTORS AND SUPPLIERS

GENERAL CONTRACTORS: Bovis, Ltd.

STRUCTURE: Facing bricks, Ames and Finnis. Asphalte, Limmer and Trinidad Lake Asphalte Co. Windows, shopfronts and lantern lights, Crittall Manufacturing Co., Ltd. Artificial stone, Empire Stone Co. Concrete paving, Victoria Stone Co. Interior paving (Durus) Marbello, Ltd. Hardwood floors, Acme Flooring and Paving Co. Rooflights, J. A. King and Co. Lavatory partitions, The Trussed Concrete Steel Co.

STRUCTURAL FINISH: Mosaic, wall tiling and terrazzo, Carter and Co. Rubber flooring and mats, North British Rubber Co. Flush doors, J. P. White. Door furniture, James Gibbons. Shop-fitting, Fredk. Sage.

EQUIPMENT: Sanitary fittings, Shanks and Co. Canteen fittings, Ash's Manufacturing Co. Clock, Standard Time Co. Electro-vapour radiators, Benham and Sons. Roof ladders, racks, etc., F. Jukes. Collapsible gates, Bolton Gate Company and J. R. Pearson (Birmingham), Ltd. Rainwater goods, Thos. Elsley. Signwriting, Dorian Studios.



Review of Construction and Materials

This series is compiled from all sources contributing technical information of use to architects. These sources are principally the many research bodies, both official and industrial, individual experts and the R.I.B.A. Science Standing Committee. Every effort is made to ensure that the information given shall be as accurate and authoritative as possible. Questions are invited from readers on matters covered by this section; they should be addressed to the Technical Editor.

AUTOMATIC FIRING WITH SOLID FUEL

A type of automatic-fired boiler suitable for central heating plants and using solid fuel has recently been introduced into this country from America. It is being sponsored by the Gas Light and Coke Company, London, and we are indebted to Dr. F. M. Taylor, M.I.H.V.E., M.Inst.Fuel, of the Company's Technical Section, for descriptive notes from which the following article has been written. One of these boilers has just been placed in the Architectural Association, Bedford Square, as the heating unit in a very interesting installation designed by the technical staff of the Gas Light and Coke Company.

The Boiler and Feed: Automatic firing with solid fuel is not new. In large steam-raising plants it has been successfully employed for many years. Recently plants for small low-pressure hot-water central heating boilers have been developed partly in order to compete with oil-firing, of which the outstanding advantage is automatic control. The type which feeds small graded fuel to the grate by means of an archimedean screw is well known.

This new boiler is known as the Hopper Feed Coke Boiler Plant for Central Heating, a title which describes its essential feature, namely, that fuel is fed by gravity from an overhead container. The sectioned drawing on this page shows how the storage magazine feeds fuel along the sides of a Vee-sectioned firegrate.

In the plant at the Architectural Association the boiler has a capacity of one million B.Th.U.; the magazine holds 28 hours' fuel supply under maximum load and can be re-charged from a hopper holding an additional three days' supply placed over the magazine. The magazine is charged daily by the operation of a lever, and the boiler is de-ashed on alternate days. The latter operation is facilitated by the provision of grate bar rockers together with an ash spray below the grate for dust elimination. Clinker is not readily formed and can in any case be broken up by simple daily operations with a slice.

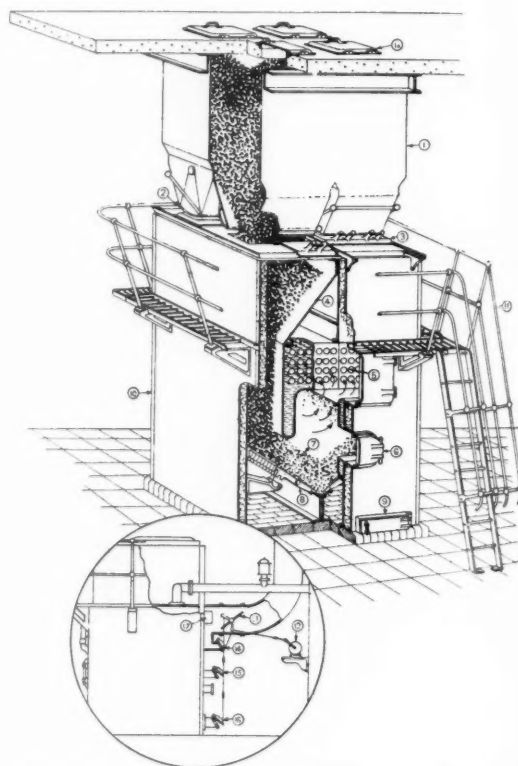
One of the novel features of the boiler is the Vee-shaped grate, which maintains that constant fuel bed depth which is so necessary for optimum efficiency. The air supplies to the fuel can be accurately pre-determined, and are thence controlled entirely by a motorized thermostatic control system. A graded coke is the fuel used in the Architectural Association plant.

The boiler is made in units of from three hundred thousand B.Th.U.'s per hour to two million B.Th.U.'s, and batteries of this type would be economical up to about ten million B.Th.U.'s per hour, at which stage a steam raising boiler plant would prove more suitable.

Installation and Cost: From the architect's point of view the installation is one which definitely allows a reduction in the amount of space required for boiler plant and fuel combined, as well as having an entirely automatic feed without the introduction of moving parts, thereby eliminating the risk of failure through mechanical breakdown.

A total depth of 15 feet is desirable in the boiler house, namely, 4 or 5 feet more than is usual with low pressure hot-

water boilers. This entails special consideration of planning in the early stages of a building scheme. The cost of the installation is but slightly more than that of the steel boilers at present supplied for heating and hot-water installations. Against this must be set the economy in plan space obtained and in many cases the saving in the capitalised cost of labour for stoking. Where a depth of 15 feet is not obtainable, a simple conveyor plant for charging the magazines can be supplied.



Reference: 1A, Hopper charging doors; 1, Auxiliary hopper; 2, Charging shoe; 3, Sliding charging doors; 4, Fuel Magazine; 5, Flue Tubes; 6, Alternative charging door; 7, Constant fuel bed depth; 8, Sloping grate; 9, Ashpit doors; 10, Polished aluminium insulating jacket; 11, Chromium plated handrails; 12, Fractional horse-power motor for thermostatic control; 13, Linked flue damper; 14, Check draught damper; 15, Secondary air damper; 16, Primary air damper; 17, Boiler temperature limit thermostat.

The Plant at the A.A.: The complete plant at the Architectural Association has interesting features in addition to the fuel system. The boiler both operates the heating and supplies domestic hot-water through a calorifier. The calorifier temperature is controlled directly by the boiler water temperature, and the building temperature is controlled by mixing hot water from the boiler with cold water from the return main, the proportion of each being adjusted to the particular needs by a room thermostat.

Arrangements are made whereby the calorifier may be used as a storage tank, to which heat may be supplied direct from a battery of three gas boilers during the summer. It is then not necessary to operate the large boiler for central heating and it would not be economical in this case to use it for hot water supply alone.

The boiler was manufactured by Messrs. Hartley and Sugden Ltd., of Halifax, and the installation work was carried out by Messrs. Thomas Potterton and Sons, who are also the makers of the three gas boilers which supply the summer hot water requirements. The hopper feed boiler is also manufactured by Messrs. John Thompson and Co., of Wolverhampton, and similar types will shortly be marketed by various other well-known boiler manufacturers.

STEEL WINDOWS

[A correspondent has sent us the following commentary on the Steel Window article published in the last number of the JOURNAL.—Ed.]

I have read your article on steel windows with interest, but there are one or two points on which I feel architects and trade designers have laid themselves open to very serious criticism by exploiting change for change's sake alone, and often thereby producing designs which are technically retrograde. The matter would not be worth raising in itself if it did not point to a serious danger to the sane progress of good, clean design in architecture ("Modernism" or "Functionalism" cover what is meant but are unsatisfactory terms).

I have been over several recent buildings where to all appearances great care has been taken to provide a logical and truly functional building, but yet in which experiments with structural detail have been made not because the traditional methods are out of date, but because the designer wanted to stunt, to pose as the clever young man who has cut away from outworn traditionalism. One does not need to go to Russia or Germany to find examples of "modern" architecture as romantic and as unpractical as the most outrageous example of Gothic revival or Scots baronial. The all-glass building which has had to have the excessive light blocked out is not a myth.

There is so much that is bad in the architecture of the last eighty years and so much which is worth while in new ideals that it is a pity for it all to be killed by woolly thinking.

The particular point which prompted this letter was the reversal of the glazing bar mentioned in the article. The only argument in favour of this is that it provides a different (better or worse according to taste) appearance to the window.

Any clerk of works knows that the one part of the work regularly scamped on cut-price contracts is the back putty. In the old type it did not matter much, as the flat of the bar was inside. With the flat of the bar outside all the water runs in, wets the bar where it cannot be painted and rusting sets in.

When front putties are painted, the paint flows a short way up the glass and completely fills any of the few cracks which there are likely to be. When the outside of the reversed bar is painted it is impossible to ensure that the crack above and

below is filled with paint since, if it is, the brush is certain to spread the paint much too far over the glass, as in practice it is usually left unfilled.

Much the same applies to loose beads. They are more expensive than putties and can never be bedded tightly or permanently on the steel, so that condensation is certain to find its way in. Even if they are properly bedded, the moisture movement of the wood must form cracks. Wood is the wrong material, but there is no other suitable. Finally, there is the steel window frame which closes the cavity and supports the flat arch all in one. I will accept the maker's statement that it has a long life; but does it really save money? The logical use of a steel casement is to build it in direct to brickwork. In a window 4 feet high and one light (1 foot 8 inches) wide, this new invention will save the cost of closing 8 feet of cavity, at say, 1½d. a foot or 1s. It also saves the rough centre to an outside arch at, say, 1s. 6d. Total saving 2s. 6d. No prices are mentioned but I would like to know if the pressed steel cavity frame costs less than this; if it does not, clearly there is no saving.

How many young modernist architects would trouble to make this simple calculation, and how many will use this window because it is "modern to use steel"? Then, I suppose, when showing round their admiring friends they will tap the window gently, murmuring, "All steel, you know; I've used nothing but the latest materials."

A system of design which claims to have a functional and practical basis must inevitably be judged on technicalities. We can only sell modernism to the public by saying "Our buildings are saner, work better, and wear longer than the other fellow's," and by making good our words. Modernism is not a creed, it is a practice.

SWIMMING BATH PURIFICATION

The Candy Filter Company, Ltd., have drawn our attention to two inaccuracies in the article on "The Planning and Design of Public and Private Swimming Baths" in the JOURNAL of 13 January. The reference to soda and alumina as bacteria-destroying agencies requires modification in that the soda and alumina precipitate the suspended matter to enable it to be retained by the filter and do not actually destroy it.

Also, the "Katadyn" treatment as described might be read to imply that its use is in addition to the more usual chlorination treatment, whereas it is an alternative.

CONTENTS OF PRECEDING NUMBERS

November 11th.—*Progress in Research, Bricks, Building Stones, Steel, Reinforced Concrete, Timber, B.R.S. Annual Report, Research and slum clearance, Equipment of buildings, Sliding glass doors.*

November 25th.—*Weathering of Portland stone, Traffic vibration, Lead pipes in clay, Copper dowels in lead and cement, Condensation, Overhead sliding door gear, Pipe pushing.*

December 9th.—*The formation of blisters on mastic asphalt roofs, Lifting of wall and floor tiles, Sliding glass doors, Fixing devices and plugs.*

December 23rd.—*Some notes on Door Springs, Floodlighting, Jointing drain pipes with neat cement, Dusting in Concrete Floors, Overhead Sliding Door Gear.*

January 13th.—*The St. Paul's Foundation Report, Bathing pool surroundings, Electric water heaters and the formation of scale.*

January 27th.—*The Report of the Reinforced Concrete Structures Committee, Some steel alloys recently introduced, The manhole cover, Tightening wires.*

February 10th.—*Paper in Building, The D.S.I.R. Annual Report, A Reinforced Concrete Handbook, Reinforced Concrete Practice.*

February 24th.—*Some notes on Standard Steel Windows, Plaster Failures.*

Book Reviews

THE TOWN PLANNING SUMMER SCHOOL

The output of town and country planning literature has been vastly swollen by the fresh hopes and opportunities of the 1932 Act. Inevitably the greater part of the flood of books and pamphlets and articles has so far been concerned with explanations of the new statutory instrument; inevitably political controversy and the discussion of powers has taken precedence over a more constructive examination of the technique and the underlying purposes of planning; inevitably the administrative machine rather than what is to be done with it, has been the pre-occupation of the local authorities who are, or are to be, the agents of the system. It was the outstanding merit of the Town and Country Planning Summer School, held at Welwyn in September 1933, that its lectures and discussions were not confined to this narrow and topical field of the new law and its administration.

Not that the immediate issues were passed over. A lucid survey of the scope of the Town and Country Planning Act by Mr. Pepler was the first lecture of the course, and it was followed up by more detailed reviews of the extension of planning powers to the countryside by Mr. Harding Thompson and to the built-up areas of towns by Dr. Thomas Adams, while Mr. J. J. Clarke contributed a careful analysis of the administrative stages and the checks and balances of the system. But even in these practical and necessary introductions and still more in the freer discussions of less official topics, this report, like the proceedings which it records, is infused with a broader view of the art and craft of planning.

As Dr. Adams remarked in the first discussion of the School, the Act does not tell us how to plan but merely provides a framework on which we can plan; moreover, even the worked-out scheme is but a pattern on paper till it is implemented by the physical development of the communities for which it provides. The planning movement is on trial. It has brought the authorities, for many years most unwilling horses, to the water; over some third of the acreage of England and Wales, it has induced them to begin to drink; but what life-giving draught can it provide? It is as well to admit the real danger that the quality of planning work may not be equal to the opportunity which government has provided—severely restricted as that opportunity still is in many respects. There is a serious shortage of town planners of ability and experience. Future hopes depend very largely on

the educative, and especially the self-educative, vigour of the town planning profession. The patent need for wider knowledge and finer imagination was reason enough for supplementing the regular courses of training available at the various centres of architectural education by this more flexible and independent Summer School. Performance certainly justified the experiment, which it is to be hoped will be repeated year by year with growing strength.

As can only be expected, discussions ranging over so vast a subject in a single week, still more a report issued at the modest price of one shilling, more often whet our appetites than satisfy them. But in four papers especially—those of Mr. Kenyon on Planning for New Communities, Mr. Osborn on Planning for Industry and Commerce, Capt. Reiss on the Housing Problem and Mr. Gaunt on Transportation—there is real substance of exactly the type needed at the moment. The significant facts are marshalled in a broad picture of national needs; present legal and other limits are not forgotten, but are equally not worshipped as unalterable. The need for a core of *national* planning is a recurrent theme. As Mr. Kenyon remarks, "Factories and workshops are the keynote to all community planning." Without some assurance of the future economic structure of the nation the planner is working in the dark. "Politicians may be vague; technicians must be clear in analysis, aims and policy," says Mr. Osborn. Clarification of national purposes in industry, agriculture, transport, civic organisation, open-air recreation is the demand of the technicians who have to provide for those purposes. But they must not sit still and wait for the politicians to dissipate the fog. The planner must become a student of politics and must show the way to a better ordered national life.

Space does not permit detailed comment on the various papers. Besides those mentioned above there were valuable accounts of the progress and technique of planning in the Sudan by Mr. Sarsfield-Hall, Governor of Khartoum Province, in India by Mr. Reginald Dawn and in Soviet Russia by Mr. Eugen Kaufmann. Mr. Prentice Mawson in his lecture on Landscape Architecture gave a due emphasis to the æsthetic element in the planner's work; and the comments of many other speakers on many other aspects are contained in the brief reports of the discussion classes which filled in the intervals between the more formal lectures. This report will have a permanent value; but the big thing is that such a School should have been so successfully inaugurated.

J. DOWER [A.]

Report of the Town and Country Planning Summer School held at Digswell Conference House, September 1933. Published by Garden Cities and Town Planning Association. 1s.

SOMERSET*

Control of the countryside is no new thing. It is too often assumed that the English landscape is a haphazard growth, a beautiful monument to the sturdy individualism of the Englishman. The truth is that, in the past, extensive and often autocratic control was exercised by land-owners, to whose interest in agriculture, forestry and local industries the English landscape owes much of its peculiar charm. In many places, where there are large estates, such personal control is still exercised, and often with wholly beneficial results. There is one outstanding example of control by the land-owner in the area of which this book is a regional survey, large areas of west Somerset owing the preservation of their unique beauty solely to the autocratic control exercised by the Luttrell family on the Dunster and East Quantoxhead Estates. In lesser degree other land-owners have exercised control over or influenced the face of the country, and, indeed, did so up to the first decade of this century. The combined forces of a decadent agriculture, the growth of motor transport, and in particular the imposition of heavy death duties, have probably destroyed for ever effective large-scale control by the landlords. Control by local authority which is taking its place has certain advantages not possessed by landlord control, since the landlord's range of view is more strictly limited to the confines of his estate. Regional planning under local authority control works in large areas, takes full cognisance of neighbouring schemes and considers all interests. But its outstanding merit is the envisagement of the area as a whole, in all aspects, concerning all its needs and possibilities and over a long period, reaching back into the roots of the past and forward as far as man can confidently predict. It is all the more important, therefore, that a regional survey should be accurate, thorough, convincing and inspired.

Recent years have seen produced a whole crop of regional surveys, many attaining these ideals, others failing in one or another. It is doubtful if any reach the degree of perfection of this survey of Somerset by Mr. W. Harding Thompson, not even those previously undertaken by the same author.

The survey is not of the whole county, only covering rather more than three-quarters of it, and excluding an area in the north which formed part of the Bristol and Bath Survey made by Professor Patrick Abercrombie a few years ago. The boundary between these two surveys is necessarily somewhat arbitrary, cutting across physical features such as the Mendip Hills and the upper tributaries of the Bristol and Bath Avon; it also cuts in two the Radstock area coalfields. This is regrettable

but doubtless unavoidable; the result, however, is to leave to Mr. Harding Thompson that part of the county which is predominantly agricultural.

The report is in three parts: the survey, the regional plan, and recommendations for statutory schemes. To say that the survey is a thorough one does not in the least convey to the reader the author's amazing grasp of the geography, geology, history, industries, communications and administration of the area, which would be impressive even if it was the fruit of a lifetime's study. Moreover, Somerset can claim to be the most diverse in character of all English counties; its geological map is a Joseph's coat of colours; its landscape includes the bold Mendip escarpment, the Flanders-like flats intersected with drainage "rhines," the mountainous forest of Exmoor, the rolling cornlands of the Wiltshire border and the rich vale of Taunton Deane. There is no typical Somerset landscape; neither is there a universal industry, since even in agriculture every department is represented. As for traditional methods of building, they vary from village to village according to the geological formation and make use of at least seven good building stones, as well as bricks, tiles, slates and thatch, even cob and wattle-and-daub. It is clear that the author must have combed the county thoroughly, and indeed could not have afforded to do otherwise.

The predominant characteristic of the second part, the regional survey, is reasonableness. Whether in the landscape reservations, the proposed road improvements, the rationalisation of public services, the zoning for building, industry and agriculture, one feels that each suggestion is the only sensible course to be adopted. The author seems to take for granted that his readers, not only the members of the County Council but land-owners and ratepayers, are intelligent, appreciative and anxious for the common good. He refrains entirely from preaching, though is not above a little gentle propaganda of the virtues of regional planning. His implied belief that the men of Somerset are proud of their heritage and realise that it is a thing to be developed sanely is both sound tactics and the surest means of getting his suggestions carried out.

The format and style of this report are of the highest quality. Were the Somerset County Council never to adopt a single suggestion there would still remain a beautifully illustrated description of a delightful part of England as it was in the year 1933. The photographs, particularly the air views of Wells Cathedral, Montacute, Nunney Castle and Village, are magnificent. The maps with their beautiful lettering seem to mark a new era in cartography. The written matter is interesting, concise and very readable. Were Mr. Harding Thompson a barrister stating a case, one would congratulate him on a model of forensic skill.

**The Somerset Regional Survey.* By W. Harding Thompson, F.R.I.B.A., M.T.P.I. University of London Press, 1934. 17s. 6d.

"SPECIFICATION 1934"

SPECIFICATION (No. 36). Edited by Frederick Chatterton. London: The Architectural Press, 1934. 10s. 6d.

This publication is too well known to require a lengthy notice, but its great value as a work of reference entitles it to special commendation. The 1934 issue reaches the standard that might be expected after 36 years of careful revision and expansion: it contains a wealth of information not otherwise available in a single volume, and enjoys the distinction of being revised annually to take account of the almost constant change, in details of practice and the introduction of new materials.

As in previous issues, the major portion of the information is contained in 30 sections dealing with the various building and specialist trades; it also includes sections on Building Practice and Building Specialities. Each section includes concise but useful descriptive notes, standard specification clauses, and, where appropriate, tables of technical data. These sections have been amended or rewritten and take account of such changes as the New Code of Practice for structural steelwork, the one-pipe system of sanitation, and recent research on heat losses in buildings. Each of the sections has been written by an expert, and as a result, the information provided includes countless small but nevertheless important informative details, which can only result from many years of practical experience.

Many new materials are made the subject of special articles, with useful data such as details of fixing, dimensions, and weathering and other properties.

The text is interleaved with pages of appropriate advertisements, and in most cases manufacturers are to be commended upon the useful and explanatory manner in which particulars of their goods are displayed.

Specification also includes special articles on Town Halls, by C. Cowles-Voysey, F.R.I.B.A.; Dental Hospitals, by J. H. Wallace, L.R.I.B.A.; Sports Grounds and Pavilions, by C. W. Glover, A.M.Inst.C.E., L.R.I.B.A.; and Public Abattoirs, by J. Castley, L.R.I.B.A. Each of these is well illustrated, and provides an authoritative statement on the most up-to-date practice.

A special article on downpipes and gutters is of interest, and, in particular, provides valuable data regarding the diameter of downpipes in relation to roof areas.

Quite apart from its value to the practitioner, this reference book should be of considerable use to the student; it does not displace the text-book but rather may be considered to provide a link between book knowledge and architectural practice.

Specification has gained for itself a remarkable reputation as a reference work for architects, and this reputation must be very largely due to the care with which each issue is compiled. Mr. Chatterton's knowledge and experience have been devoted for 12 years to the editing of this work, which has become one of the most valuable books available to the architectural profession in this country.

T. E. S.

IMPERIAL ROME UNDER AGRIPPA

AGRIPPA'S BUILDING ACTIVITIES IN ROME. By Frederick W. Shipley. Washington University Studies. Language and Literature—No. 4. August, 1933.

This paper contains an absorbing and up-to-date account of Agrippa's notable contribution to the building of Imperial Rome. It is especially valuable in that it deals with a number of important structures which almost entirely disappeared in the fire during the reign of Titus.

Professor Shipley divides the buildings under review into four groups. After a general introduction, he begins with the

work executed during Agrippa's ædileship. During his term of office Agrippa repaired and cleaned out the arched sewers beneath the city and is actually reported to have navigated them in a boat to the Tiber in order to see that the work was properly done. He was one of those responsible for the underground works which roused such admiration in men like Pliny and Strabo. Agrippa also made important contributions to the water supplies of Rome by building two new aqueducts—the Julia and the Virgo and by repairing others. The Virgo, which now ends in the famous Trevi fountain, still serves its original purpose.

The buildings with which the author next deals—those in the Campus Martius, are of considerable interest to students of architecture. On the west side of the Via Flaminia, Agrippa completed Julius Caesar's Septa—a great hall and portico some 1,000 feet long. From Piranesi's drawing we gain some indication of the effect of this great seven aisled cross-vaulted structure. Connected in some way with the Septa was the Diribitorium which must have been the largest building ever constructed under one roof. Here in the time of Augustus, 900 election judges counted the votes recorded in the Septa. Where this huge hall actually was has long been the subject of speculation. Huelens believes it to have been on top of the Septa—at any rate it was functionally connected with that building. Again, the Porticus Argonautarum and the Basilica Neptuni, mentioned in the Regionary catalogue of Region IX, are buildings, the exact location of which has not been traced. The Baths of Agrippa are known to us. They suffered in the fire of Titus, but were restored by that Emperor and by Domitian. Professor Shipley gives much valuable information concerning these buildings and the adjoining Pantheon, dealing with the evidence which leads him to ascribe the present structure to Hadrian and not to Agrippa. Reference is made to the Pons Agrippæ, built over the Tiber near the later Pons Aurelius. This was apparently taken down by Caracalla when he built the latter bridge.

Of the buildings to the east of the Via Flaminia, the Porticus Vipsania is perhaps the most interesting. It was designed to contain a map of the known world of which the Roman Empire then formed so large a part. We have no knowledge as to whether the map was incised on the marble walls or on the pavement of the Portico.

The last part of Professor Shipley's survey deals with the famous Horrea Agrippiana—a series of warehouses excavated by Comm. Boni in 1904 and 1912 at the foot of the Palatine Hill. Deserving of mention are the copious fountains provided by Agrippa. On these he is stated to have placed some 300 statues and 400 marble columns. The Dolphins and Ova with which he adorned the spina of the Circus Maximus are also mentioned. Inscriptions in this connection lead one to assume that Agrippa once owned a racing stable.

This book will be read with close interest by all students of Roman building. It is furnished with copious notes, an appendix containing relevant passages from Greek and Latin authors and an index.

H. C. B.

PAPER HANGING

PAPER HANGING, a practical manual for the use of instructors, students and craftsmen, by W. H. Cantrill and W. G. Sutherland. 2nd Edition. Manchester: Sutherland Publishing Co. 1933. 1s.

Architects do not hang paper by virtue of their professional qualifications though many have distinguished, if private, domestic experience; but every architect can benefit by having intimate knowledge of the processes and crafts he employs so that this small book with its excellent illustrations and clear descriptions should find a market in the profession.

ACCESSIONS TO THE LIBRARY 1933-1934—V

INCORPORATING

NOTES ON RECENT PURCHASES

(These Notes are published without prejudice to a further and more detailed criticism.)

Lists of all books, pamphlets, drawings and photographs presented to, or purchased by, the Library are published periodically. It is suggested that members who wish to be in close touch with the development of the Library should make a point of retaining these lists for reference.

Books presented by Publisher or Author marked

Books purchased marked

* Books of which one copy at least is in the Loan Library.

R.

P.

ARCHITECTURE

HISTORY

SMITH (W. J.)

Athens Bursar Report. 1933.

3 vols.—illustration and typescript sheets. 1933. Presented by the author.

HAMILTON (J. ARNOTT)

*Byzantine architecture and decoration.

9". viii+172 pp. London: Batsford. 1933. 18s. R. & P.

DESIGN

L'ÉCOLE NATIONALE SUPÉRIEURE DES BEAUX-ARTS

Le Concours du grand Prix de Rome. 1933. Une Eglise de Pèlerinages. 10s. P.

DENEUX (H.)

La Métophotographie appliquée à l'architecture.

ob. 40. 9½" × 10½". 82 pp. Paris. 1930. 10s. P.

VOCATION

MINISTRY OF HEALTH: DEPARTMENTAL COMMITTEE ON QUALIFICATIONS, RECRUITMENT, TRAINING AND PROMOTION OF LOCAL GOVERNMENT OFFICERS

Report. pam. 9¾". London: H.M.S.O. 1934. 1s. 6d. P.

PROFESSIONAL PRACTICE

*SPECIFICATION. Edited by F. CHATTERTON. 1934. R. & P.

Including C. Cowley-Voysey. Town halls.

J. H. Wallace. Dental hospitals.

W. C. Andrews. Down pipes and gutters.

C. W. Glover. Sports grounds, pavilions and stands.

J. Castley. Public abattoirs.)

SPON (E.) and (F. N.), publisher

*Practical builders' pocket-book. Edited by Clyde Young.

6th Edn. 6½". London: Spon. 1934. 8s. 6d. P.

The 1933 Edition has now been transferred to the loan library.

BUILDING TYPES

(CIVIL)

WOODHOUSE (J. S.)

English sanatoria: factors in their design. Thesis for final examination. typescript 40. 13". 1933. Presented by the author.

WATT (JAMES)

The Ventilation, heating and lighting of hospital wards. [From The Proceedings of the Royal Society of Medicine, vol. xxvi, No. 11, September 1933.] pam. London: Longmans, Green. 1933. R.

[STORER (JAMES)]

Ancient reliques; or the delineations of monastic castellated and domestic architecture; and other interesting subjects.

2 vols. 9¼". London: W. Clarke. 1812-1813. Presented by Mr. Henry Smith.

NUTTALL (HAROLD)

Public baths, their design, construction and equipment.

typescript 40. 13". 1933. Presented by the author.

THE BRITISH DRAMA LEAGUE

Planning and lighting the stage in small halls and little theatres. By C. A. Wilson and C. H. Ridge.

pam. 9½". London. [1933.] 6d. R.

CHETTOE (E. S.) and ADAMS (H. C.)

Reinforced concrete bridge design.

9¾". xviii+400 pp. London: Chapman and Hall. 1933. 42s. R.

To be continued

(ECCLESIASTICAL)

SHAND (P. MORTON)

Whither church architecture. (From The Listener. 27 Dec. 1933 and 3 Jan. 1934.) 40. sheets. 13". London. 1933-34. 6d. P.

CENTRAL COUNCIL FOR THE CARE OF CHURCHES

The Protection of our English Churches—Reports of the Central Council . . . with an account of the Diocesan Advisory Committees and their work. (2nd to 5th Reports.)

4 vols. 8". London. 1925-1932. 3s. per number. P.

PATERSON (JAMES)

Pietas Londinensis: or, the present ecclesiastical state of London; containing an account of all the churches etc.

12mo. 6". [xii]+338 pp. London: J. Downing (Printer). 1714. 2s. 9d. P.

WILD (C.)

Architecture and sculpture of the cathedral of Worcester.

fo. London. 1823. Presented by Mr. G. C. Gadd [A.].

BRAKESPEAR (SIR HAROLD)

Wigmore Abbey. (Reprint from The Archaeological Journal, vol. xc.)

pam. 9½". London. 1934. Presented by the author.

BOUET (G.)

Analyse architecturale de l'abbaye de Saint-Etienne de Caen.

8". 267 pp. Caen: F. de Blanc-Hardel. 1867-68. Presented by Mr. R. Fielding Dodd [F.].

BUCKFAST ABBEY

The High altar of Buckfast Abbey church. (The Buckfast Abbey Chronicle. Vol. 5, No. 4, Christmas number, 1933.)

9½". Buckfast. 1933. 1s. 6d. Presented by the editor. (EDUCATIONAL)

HAWKES (CHRISTOPHER)

Winchester College.

40. 12½". 98 pp. London: Country Life. 1933. 10s. 6d. R.

HADDOCK (H. M.)

The Planning and equipment of public libraries. (Thesis for final examination March 1933.)

40. 13". Typescript. 1933. Presented by the author. (DOMESTIC)

EBERLEIN (H. D.) and TAPLEY (D. G.)

Remodelling and adapting the small house.

40. 10½". 163 pp. New York and London: Lippincott. 1933. 7s. 6d. R.

DETAILS

THE BYZANTINE INSTITUTE

The Mosaics of St. Sophia at Istanbul. Preliminary report of the first year's work 1931-32. The mosaics of the Narthex, by Thomas Whittemore.

40. 11¾". 4+[6] pp. and 21 plates. London: O.U.P. 1933. 10s. 6d. P.

SCHALLREUTER (W. L.)

Neon tube practice.

9¾". 132 pp. London: Blandford Press. 1933. 10s. 6d. P.

ALLIED ARTS

BRITISH BROADCASTING CORPORATION

British Art. By R. M. Y. Gleadowe. (B.B.C. Talks pamphlet.)

pam. 9¾". viii+32 pp. London. 1933. Presented by Mr. R. M. Y. Gleadowe.

WEEKLEY (MONTAGUE)

*William Morris.

7¼". 135 pp. London: Duckworth. 1934. 2s. P.

ZERVOS (CHRISTIAN)

L'Art en Grèce des temps préhistoriques au début du xviii^e siècle.

12½". London: Zwemmer. 1934. 28s. P.

FRENCH (J. C.)

The Art of the Pal Empire of Bengal.

8¼". xiii+25 pp. and 32 plates. London: O.U.P. 1928. 6s. (remaindered). P.

UNDERWOOD (ERIC)

A Short history of English sculpture.

8¼". xiv+192 pp. London: Faber and Faber. 1933. 7s. 6d. P.

DURST (ALAN)

Sculpture. (A lecture given at the Edinburgh College of Art, 1933.)

pam. 9½". Edinburgh. 1933. Presented by the Principal of Heriot-Watt College, Edinburgh.

Review of Periodicals

Within the self-imposed limit of these pages attempt is made in this review to refer to the more important articles in all the Journals received by the library. None of the journals mentioned are in the loan library, but the librarian will be pleased to give information about prices and where each journal can be obtained. Members can have photostat copies of particular articles made from journals in the library.

CIVIC

ARCHITECT AND BUILDING NEWS. Vol. CXXXVII. No. 3402. 2 March.

Hackney Town Hall Competition, winning designs by Lancaster and Lodge [FF.].

ARCHITETTURA. Vol. XIII. No. 1. January.

Further designs submitted in the competition for the Rome Central Post Office.

OFFICES AND COMMERCIAL BUILDINGS

TRANSACTIONS OF THE LIVERPOOL ENGINEERING SOCIETY. Vol. LIV. 1933.

Report of a paper by S. H. Ellis, M.Inst.C.E., on the design, construction and equipment of India Buildings, Liverpool. (Briggs, Thornley and H. J. Rowse [FF.]).

ARCHITECT AND BUILDING NEWS. Vol. CXXXVII. No. 3402. 2 March.

Photographs of the Market Hall at Aalsmeer, Holland (J. F. Staal).

INDUSTRIAL

JOURNAL OF THE ROYAL SOCIETY OF ARTS. Vol. LXXXII. No. 4239. 16 February.

Full report of a paper by H. Williams on Modern International Practice in Factory Design. An extremely useful reference, with a careful study of the relation of function, material and design.

TRANSPORT BUILDINGS

ARCHITECTS' JOURNAL. Vol. LXXIX. No. 2041. 1 March. Short description, plans and photographs of the control tower and Meteorological Office at Manchester air port by G. N. Hill.

CASA BELLA. Vol. VII. No. 1. January.

Description and illustrations of the Ponte Doria Station, Genoa.

LA CONSTRUCTION MODERNE. Vol. XLIX. No. 21. 18 February.

Plans of the Cherbourg Maritime Station.

ARCHITECTURE (SYDNEY, N.S.W.). Vol. XXIII. No. 1. January.

Multiple Garages and Motor Coach Stations, an article illustrated by sketch plans of a number of English examples, by M. K. Herman [A.].

THEATRES AND CINEMAS

CASA BELLA. Vol. VII. No. 1. January.

An interesting account of the modernisation to two theatres, Teatro Lirico and Teatro Excelsior (Milan?), which have been well converted to modern tastes by E. Faludi. Teatro Lirico has been made rather stark and uninteresting, but the conversion of Excelsior seems to be more successful. Many photographs and plans. This is followed by a brief historical article on the elements, construction and design of theatres.

ARCHITECT AND BUILDING NEWS. Vol. CXXXVII. No. 3402. 2 March.

Description, plans and photographs of the new New Theatre, Oxford. (W. and T. R. Milburn [FF.] and T. P. Bennett [F.] and Son.)

ARCHITECTURE ILLUSTRATED. Vol. VIII. No. 4. February.

Two cinemas. The Astoria at Brighton (E. A. Stone and Partners) and the Regal, Hull (Robert Cromie [F.]).

EDUCATIONAL BUILDINGS

ARKITEKTEN (COPENHAGEN). Vol. XXXVI. No. 1.

Aarhus University. Illustrations, plans and description of the Institute for Chemistry, Physics and Anatomy—cleverly planned building, includes large lecture hall, students' laboratories, and dissection rooms, etc. (K. Fisker, C. F. Møller and P. Stegman.)

LA CONSTRUCTION MODERNE. Vol. XLIX. No. 22. 25 February.

Plans, details and photographs, with a full description of three new lecture theatres at the Paris Conservatoire of Arts and Métiers. The theatres are all below ground. A large central theatre flanked by two smaller theatres. The large theatre has a cinema.

EXHIBITION BUILDING

BYGGMASTAREN. 1934. 28 February.

An article with a plan describing the new "Building Centre" for Stockholm. In many respects the organisation is similar to our London Centre.

BROADCASTING STUDIO

ARCHITECTS' JOURNAL. Vol. LXXIX. No. 2040. 22 February.

The Birmingham Broadcasting Studio (S. Chermayeff [F.]) is well illustrated and described.

CHURCHES

BUILDING TIMES. Vol. LIV. No. 3. February.

The Church of the Holy Cross, Hornchurch, Essex (W. A. Pite, Son and Fairweather [FF.]). A simple building of brick, with interior walls rendered in tinted plaster, barrel vault constructed of steel trusses and non-corrosive steel mesh.

MASTER BUILDER. Vol. XXXIX. No. 860. February.

Another church by Messrs. W. A. Pite, Son and Fairweather: St. John the Baptist, Beckenham.

MONATSHEFTE F. BAUKUNST U. STÄDTEBAU. Vol. XVIII. No. 2. February.

Seminary and church in Berlin: Charlottenburg (Martin Braunstorfinger). A good group.

WAR CEMETERIES

BAUGILDE. Vol. XVI. No. 3.

War Cemeteries. The second article in the last month on this subject in a German periodical.

L'ARCHITECTURE (PARIS). Vol. XLVII. No. 2. 15 February.

An illustrated article on British war cemeteries in France and Flanders by H. P. Cart de Lafontaine [F.].

HOSPITALS

ARCHITECTURE ET URBANISME (BRUSSELS). Vol. LIII. No. 12.

Competition designs for a National Radio-therapy hospital.

BUILDER. Vol. CXLVI. No. 4749. 9 February.

THE BUILDING TIMES. Vol. LIV. No. 3. February.

Shenley Mental Hospital. W. T. Curtis [F.]. An interesting scheme.

DOMESTIC

L'ARCHITECTURE D'AUJOURD'HUI. 1934. No. 1.

A special issue on small houses, illustrating 50 or so good modern houses in France and elsewhere, all well described with clear plans. A very useful reference.

ARCHITECTS' JOURNAL. Vol. LXXIX. No. 2041. 1 March. Working details of a cupboard kitchen in a Chelsea flat, by G. K. Green.

ARKITEKTEN (Copenhagen). Vol. XXV. No. 10. October 1933.

Aspecial number on small houses, including some very interesting designs.

HOUSING

JOURNAL OF THE ROYAL SANITARY INSTITUTE. Vol. LIV. No. 9. March.

Two papers on Reconditioning of Houses, read at the R.S.I.'s Cheltenham Conference, October 1933. Dr. Wyndham Parker, M.O.H. to Worcester C.C., defines the objectives and possibilities in general terms; and Mr. F. R. Jefford, Chief Sanitary Inspector and Housing Officer, Cheltenham, discusses reconditioning in some detail. Cheltenham has used reconditioning as the chief solution to her slum problem. Mr. Jefford describes it as "the only possible solution" practicable for the housing of the very poor.

TOWN PLANNING

DESIGN FOR TO-DAY. Vol. 1. March 1934.

Thomas Sharp on The Changing Landscape. An extremely good article on the influences—natural and artificial—which control the appearance of the country.

ARCHITECTURAL ASSOCIATION JOURNAL. Vol. XLIX. No. 564. February.

Report of a paper on Town and Country Planning schemes, by Mr. G. L. Pepler.

ARCHITECTURE ET URBANISME (BRUSSELS). Vol. LIII. No. 12.

A town-planning scheme for an extension of Termonde, with illustrations of some of the projected buildings.

TOWN AND COUNTRY PLANNING. Vol. II. No. 6. March.

This Journal, which is published by the Garden Cities and Town Planning Association, contains, as usual, very useful statistics showing the progress made in the promotion of town-planning schemes and statistics of housing progress.

BOUWKUNDIG WEEKBLAD. 1934. No. 7. 17 February.

Detailed consideration of premiated designs in the Stockholm Normalm Planning Competition.

JOURNAL OF THE TOWN PLANNING INSTITUTE. Vol. XX. No. 4. February.

A shortened version of a paper on the Town and County Act, 1932. Some practical problems, by Mr. P. A. Punter. The paper contains a useful series of notes on various sections of the Act.

EQUIPMENT

LA CONSTRUCTION MODERNE. Vol. XLIX. No. 21. 18 February.

An amusing and instructive article on heating of buildings, prompted by the Congress of Heating Engineers in Paris.

JOURNAL OF THE CHARTERED SURVEYORS' INSTITUTION.

The report of a paper by Mr. W. H. Scanlan on recent developments in domestic drainage and sanitation, including brief and clear description of the one-pipe system.

ARCHITECTURE (NEW YORK). Vol. LXIX. No. 2. February. Special "New Products" Number. A useful reference to several hundred recent American building commodities. Each is briefly described and many are illustrated by very clear drawings.

DESIGN FOR TO-DAY. Vol. 1. March 1934.

W. F. Crittall on The Window: a brief history of the development of window design.

ARCHITECTURAL RECORD. Vol. LXXV. No. 1. January.

Article on Panel Heating, with details of installations.

ARCHITECTURAL DESIGN AND CONSTRUCTION. Vol. IV. No. 4. February.

Artificial Daylight. An article by A. E. Hammond on equipment to produce light of the quality of daylight for colour matching, etc.

L'ARCHITECTURE (Paris). Supplement technique XIV. December 1933-January 1934.

Special number on gas lighting and heating equipment. Every use of gas considered in detail, with useful plans of kitchens, bathrooms, etc., and notes on equipment.

CONSTRUCTION

CONCRETE AND CONSTRUCTIONAL ENGINEERING. Vol. XXIX. No. 2. February.

A long editorial on the Reinforced Concrete Code and an article by W. E. J. Budgen on the design of singly-reinforced sections in accordance with the new code.

WARTIME PROTECTION OF BUILDINGS

BAUGILDE. Vol. XVI. No. 3.

An article on the protection of buildings from collapse in wartime by buttressing walls with sandbags, and shores, etc. This article is even more interesting as an illustration of German war nerves than for the thorough manner in which it examines a little-explored subject.

BIOGRAPHY

L'ARCHITECTURE D'AUJOURD'HUI. Vol. IV. 3rd Series. 10.

Le Corbusier remains the patron saint of modernism, despite the claims of pretenders. The whole of this number is given to an exposition of his ideas and illustrations of his work and an assessment of Corbusier's place in the history of modernism. All rather self-conscious and a bit smug. Nevertheless of great interest, and indispensable to the student of modernism.

HISTORICAL AND ARCHÆOLOGICAL

BUILDER. Vol. CXLVI. No. 4749. 9 February.

The fourth in a series of articles by Martin Briggs [F.] on Changing Middlesex. Full of interesting and valuable information about buildings, illustrated by the author's sketches.

COUNTRY LIFE. Vol. LXXV. No. 1936. 24 February.

The first part of a description of Brocklesby Park, Lincolnshire, which was built in 1730 "on the model of Buckingham House" and since enlarged several times. It was rebuilt by Sir Reginald Blomfield after a fire in 1898.

ÆSTHETICS

MODERNE BAUFORMEN. Vol. XXXIII. No. 1. January.

A long article by Alexander Klein on Symmetry and Balance in House Design: an historical enquiry "to find out whether the underlying principle of ancient architectural, i.e., the axis of symmetry, can be followed for modern buildings." A very thorough and interesting study.

Correspondence

ADVERTISEMENTS AND SIGNS ON BUILDINGS

4a Lower Belgrave Street,
S.W.1.

1 March 1934.

To the Editor, JOURNAL R.I.B.A.,—

DEAR SIR,—The letter addressed to the Secretary of the R.I.B.A. by the immediate Past-President of the Master Signs Makers' Association was written as an outcome of some informal discussions which have taken place between the Art Standing Committee, The London Society and Scapa, on the subject of Advertisements on Buildings.

The whole question is being thoroughly explored, to see what action can appropriately be taken in the matter. Meanwhile, the Committee suggested that the following letter should be sent to you for publication, as the interest taken by the Signs Makers' Association is felt to be both helpful and timely.—Yours faithfully,

A. B. KNAPP-FISHER [F.].

96 Victoria Street,
S.W.1.

20 February 1934.

To the Editor, JOURNAL R.I.B.A.,—

DEAR SIR,—I understand that the Royal Institute of British Architects have under general consideration the question of the disfigurement of buildings by signs.

My Association would be glad if it could be made known that it is equally concerned with this problem and is anxious to co-operate with other representative organisations to bring about conditions whereby signs may be affixed to buildings in a more acceptable manner.

My Association is, in fact, about to appoint an Amenities Committee with this question as one of its most important objects. Signmakers will themselves do everything possible to improve the aesthetic appearance of their signs, but they believe that the desired results may be greatly enhanced both as to time and effect by architects themselves.

Commercial or functional announcements are necessary on most modern buildings, unless they be of a purely residential character. If the architect, whilst realising this fact, fails to provide for it in his plans of the building, then such announcements as the occupier may desire to make have to be designed and fixed extraneously to the building and its architecture after it has passed from the architect's control. The result is too obvious for comment, and this Association would indeed be glad and most grateful if the Royal Institute of British Architects would consider the possibility of recommending to its members that they should consult with their principals at the outset with regard to the announcements, signs or advertisements which are likely to be required, and that they should endeavour to provide at least the settings for them in their designs, so that when the building is put into use the one shall harmonise with the other.

If this principle were adopted by architects generally I can visualise the time when the streets of our cities will present an appearance vastly different and more pleasing to the public eye than they do at this time.—Yours faithfully,

ALFRED W. BEUTTELL,
Immediate Past President,
Master Signs Makers' Association.

PRACTICAL WORK IN SCHOOL ARCHITECTURAL TRAINING

25 Grosvenor Place,
London, S.W.1.

28 February 1934.

To the Editor, JOURNAL R.I.B.A.

DEAR SIR,—It is indeed time that the question of training in modern architectural education were ventilated, and I cannot see that either Mr. Allen or Mr. Keep have answered Mr. Waldram's letter to that end. There is more than a suspicion that methods in pedagogics generally are not satisfactory to-day and educational methods in architecture do not escape that suspicion. They do not seem related to everyday practice, much less do they "project their significance into the future." The great architectural problem of to-day is housing, yet architects are taking only a small part in its solution.

No amount of rationalisation to condone present methods will cloud the fact that they have functioned and still do function to establish and justify the dogmas of antiquity. Academic considerations are still uppermost. Tradition instead of being a progressive agent is, in the main, a conservative one. There is a tendency to fixation and idea is seldom sufficiently implemented by action.

If, however, one despairs of a satisfactory solution, the realisation is comforting that out of the present state must arise a sudden and inevitable change which, dialectically explained, "will resolve the opposites, evolution—revolution, without abolishing them," and that, though development has been slow, that change is upon us and the transition soon over.—Yours faithfully,

BASIL R. WARD [A.]

48 Bedford Row,
London, W.C.1.

26 February 1934.

To the Editor, JOURNAL R.I.B.A.

DEAR SIR,—In his letter on practical training in schools of architecture, Mr. J. S. Allen urges the value of visits to various buildings, including those of steel-framing and reinforced concrete.

While nobody will dispute the fact that training in schools is in many respects to be preferred to the old method of pupilage, I would be inclined to agree with those who hold the view that practical training in schools has not yet reached a sufficiently high level.

Granted that visits as described by Mr. Allen are useful, it should be borne in mind that what can be gleaned from looking at steelwork or reinforced concrete on buildings where the student has taken no part in preparing the drawings, is very limited. It is also an unfortunate fact that through the medium of structural engineering unnecessary or uneconomical things frequently find their way into buildings, as, for instance, a zeal for piling sites of good bearing capacity, and that the study of these things may have a misleading effect on students visiting buildings where they occur.

In an obituary notice in the same issue of the JOURNAL, I am glad to see it recorded that the late Mr. William Dunn, F.R.I.B.A., was one of the first exponents of reinforced concrete in this country. Mr. Dunn gave a lecture on this subject at the Institute *circa* 1904, and published in collaboration with Mr. Marsh a book with all the necessary formulæ at a time when most civil engineers were thoroughly ignorant on this subject and even antagonistic to it.

It is a matter to be marvelled at that the practice of this new subject, inaugurated in this manner under the auspices

of the Institute, should have been allowed to slip so much from the grasp of architects; and bearing in mind that proficiency on this subject can be obtained in about three months under office conditions, sufficient at least to design an ordinary multi-storied building with no special complications, there still remains room for much improvement in schools of architecture, since after a five years' course many of their men would not undertake to design their own reinforced concrete building construction without external assistance.—Yours faithfully,

H. DE COLLEVILLE [A.]

Obituary

THE LATE WILLIAM DUNN

Dr. D. S. MacColl [*Hon. A.*] writes:—

I have been reading with interest Mr. Curtis Green's obituary notice of William Dunn in the current number of the JOURNAL. I saw something of that perfervid countryman at an earlier period of his career through his association with my brother-in-law, James MacLaren, and one incident of those days may be worth recalling, because it was characteristic of Dunn's determination to fit himself for his profession by every means in his power. When we first knew him he was bandy-legged; but as soon as he could afford it he disappeared for a spell, went into hospital, had the bones broken and re-set, and emerged with one more handicap of his upbringing overcome.

As Mr. Green surmises, it was in MacLaren's office that Dunn met Robert Watson. That gentle and generous character had a difficult situation to face on MacLaren's death. His partnership involved some responsibility to the latter's family; his power to provide for that and for himself depended a good deal on the continuance of Sir Donald Currie's patronage, for which there were eager competitors, including Dunn, Watson and I paid a hasty visit to Glenlyon, and this was followed by negotiations in which the late Howard Ince, as a friend of both sides, played a moderator's part. The happy result was that Dunn joined forces with Watson, bringing to the partnership his remarkable faculty and training for scientific construction and his abounding energy.

Mr. P. J. Waldram [*L.*] writes:—

May an elderly student of things structural bear tribute to the memory of a master to whom he and many others are indebted.

Dunn possessed in an eminent degree the faculty which can realise the clear practical simplicity underlying all structural problems, however complex.

Thus did the designers of Westminster Hall roof and the great Gothic Cathedrals view their tasks, before the theorists came along after the Renaissance and started the practice, which persists to this day, of obscuring every structural problem behind a fog of mathematical symbols. But Dunn was not content to keep to himself the results of his own clear thinking. With great industry he placed on record concise and simple expositions for the benefit and profit of others. Not only did he lay down with invaluable clarity the theory of reinforced concrete, which in its infancy was in danger of being made a closed book to architects by the wealth of formulæ and higher mathematics with which other writers garnished even its simplest principles, but he added innumerable invaluable labour-saving devices for the assistance of other practitioners.

Only those who have tried to write on structural questions without the shorthand of mathematics can properly appreciate the amount of labour required in the evolution even of concise sentences. The amount of unseen work which must have gone into the production of his packed and exhaustive text-books must have been enormous.

The complete simplification of the theory of thin domes, in the space of a comparatively short article of the JOURNAL of 21 May 1904, is a masterpiece which alone would have served to establish the reputation of many a lesser man.

With the tendency of modern design to revert to structures which are not ashamed to be seen performing obvious tasks by obvious means, the work of men like Dunn becomes invaluable.

Would there were more to follow his example.

The simple words following the first brief announcement in *The Times* of his death—"Good-bye—old friend," will find many personal echoes; but, above all, he was a real friend to architecture.

HORATIO KELSON BROMHEAD [*F.*].

Mr. Horatio Kelson Bromhead, who was born in Bristol, 1 March 1838, died 24 January 1934, aged 95 years. After attending Grammar School, he was articled to Gingell and Lysacht, Architects, Bristol, and was their chief clerk for some time. He held appointments in York and elsewhere in England, and came to Glasgow in March 1859, when he started in partnership with O'Donoghue. The partnership being dissolved he started business on his own and carried out many public and private buildings, including Messrs. Stewart and McDonald's warehouse, Drill Hall, Hill Street, Crown Halls, etc. He was instrumental along with many others in founding the Glasgow Institute of Architects, and for many years was on the Council, and President from 1902-1904. He was elected a Fellow of the R.I.B.A. in 1902 and twice represented Glasgow at Council Meetings in London. Being a first-class musician, from the first he took a prominent part in the musical life of the city of Glasgow. He was a member of Lambeth's Quartette party, Director of Glasgow Foundry Boys' Society and Lay Reader for many years attached to St. Mary Cathedral. He was a life member of the Royal Institute of Fine Arts and a member of the Royal Philosophical Society of Glasgow. Mr. Bromhead was for many years a keen yachtsman, and was well known in Clyde yachting circles. He was a life member of the Royal Western Yacht Club, and for a time acted as a member of its Management Committee. Another organisation with which he was associated was the Royal Canoe Club, London, and he was for many years commodore of the Clyde Canoe Club.

Notes

PRESIDENT'S ENGAGEMENTS

On 6 March the President attended the annual dinner of the Chartered Surveyors' Institution, and on the 8 March that of the York and East Yorkshire Architectural Society. On the 14 March he will be attending the Centenary Dinner of the Institute of Builders.

VICE-PRESIDENTS' ENGAGEMENTS

Mr. Maurice Webb attended the annual dinner of the Timber Trade Federation on 21 March, and that of the Institution of Structural Engineers on 23 March.

Mr. D. H. Ansell attended the dinner of The Worshipful Company of Plumbers on 13 March.

NEW ROYAL SCOTTISH ACADEMICIANS

Mr. Reginald F. J. Fairlie [F.] and Mr. H. O. Tarbolton [F.] have been elected by the Royal Scottish Academy to the rank of Academician.

THE DESIGN AND INDUSTRIES ASSOCIATION ANNUAL TOUR

Two alternative tours have been suggested for the annual tour of the Association. The adverse rate of exchange in most of the European countries has restricted the choice of tours, but it is possible to arrange again for a cruise to the Northern capitals, and, as an alternative, an overland tour to Vienna, Budapest, Venice, Lausanne, Lucerne and Paris.

The cruise on the Royal Mail Liner "Atlantis" leaves Tilbury on Friday, 30 June, at 2.30 p.m. and returns on 13 July, calling at Copenhagen, Visby, Stockholm, Danzig, Kiel, and Hamburg. The inclusive cost of the cruise will be £32 per person, unless a single berth stateroom is required, in which case the cost will be from £35 to £40 per person. The overland tour to Vienna starts on May 19, returning on June 3. The cost is £32 per person including all travel tickets (2nd class on continent), 1st class hotel accommodation, gratuities, meals, baggage, portage and excursions.

The secretary would be obliged if members who would contemplate taking part in either tour would write to her (c/o D.I.A., 6, Queen Square, W.C.1) as soon as possible saying which tour they would prefer.

MEMBERSHIP OF THE R.I.B.A.

The 1934 edition of the R.I.B.A. pamphlet "Membership of the R.I.B.A." has now been published. Copies may be obtained from the Secretary R.I.B.A., price 1s. each, exclusive of postage.

The pamphlet, in addition to containing information regarding the Examinations and Membership of the R.I.B.A., contains full particulars with regard to architectural training, scholarships available at the Schools of Architecture recognised for exemption from the R.I.B.A. Examinations. Maps showing the local distribution of facilities available for architectural education in the British Empire are an important feature of the pamphlet. These maps are accompanied by a schedule showing the R.I.B.A. Allied Societies and their provinces and the educational facilities available in the province of each Allied Society.

R.I.B.A. DANCE CLUB

The last dance of the series arranged by the R.I.B.A. Social Committee will be held on Friday, 16 March, at the R.I.B.A.

The arrangements with regard to guest tickets will be the same. Tickets can be obtained by members on application to the Secretary, R.I.B.A. Social Committee, 9 Conduit Street. A particularly good band has been engaged.

ARCHITECTS' UNEMPLOYMENT RELIEF FUND.

The Architects' Unemployment Committee have very gratefully to acknowledge the following donations which have been received since the publication of the last list in the JOURNAL:—

	£	s.	d.
The Hertfordshire Chapter of the Essex, Cambridge and Hertfordshire Society of Architects (3rd donation) ..	5	5	0
Miss A. Farewell Jones (2nd donation) ..	3	3	0
Mr. L. M. Newell (2nd donation) ..	2	2	0
H. L. B. ..	1	1	0
Mr. B. M. Ward (3rd donation) ..	1	0	0
Mr. D. H. Butt (4th donation) ..	5	0	0

DATES OF R.I.B.A. EXAMINATIONS 1934-35

INTERMEDIATE EXAMINATION

- 1, 2, 4, 5 and 7 June 1934. (Last day for receiving applications: 1 May 1934.)
 9, 10, 12, 13 and 15 November 1934. (Last day for receiving applications: 9 October 1934.)
 24, 25, 27, 28 and 30 May 1935. (Last day for receiving applications: 24 April 1935.)
 15, 16, 18, 19 and 21 November 1935. (Last day for receiving applications: 15 October 1935.)

FINAL EXAMINATION

- 4, 5, 6, 7, 9, 10 and 12 July 1934. (Last day for receiving applications: 4 June 1934.)
 5, 6, 7, 8, 10, 11 and 13 December 1934. (Last day for receiving applications: 5 November 1934.)
 3, 4, 5, 6, 8, 9 and 11 July 1935. (Last day for receiving applications: 3 June 1935.)
 4, 5, 6, 7, 9, 10 and 12 December 1935. (Last day for receiving applications: 4 November 1935.)

SPECIAL EXAMINATION

- 4, 5, 6, 7, 9 and 10 July 1934. (Last day for receiving applications: 4 June 1934.)
 5, 6, 7, 8, 10 and 11 December 1934. (Last day for receiving applications: 5 November 1934.)
 3, 4, 5, 6, 8 and 9 July 1935. (Last day for receiving applications: 3 June 1935.)
 4, 5, 6, 7, 9 and 10 December 1935. (Last day for receiving applications: 4 November 1935.)

SPECIAL EXAMINATION OF LICENTIATES TO QUALIFY AS FELLOWS

- 9, 10, 11, 12 and 13 April 1934. (Last day for receiving applications: 9 March 1934.)
 29, 30, 31 October, 1 and 2 November 1934. (Last day for receiving applications: 28 September 1934.)
 8, 9, 10, 11 and 12 April 1935. (Last day for receiving applications: 8 March 1935.)
 28, 29, 30, 31 October and 1 November 1935. (Last day for receiving applications: 28 September 1935.)

STATUTORY EXAMINATION FOR DISTRICT SURVEYOR AND THE EXAMINATION FOR BUILDING SURVEYOR

- 25, 26 and 27 April 1934. (Last day for receiving applications: 4 April 1934.)
 10, 11 and 12 October 1934. (Last day for receiving applications: 19 September 1934.)
 1, 2 and 3 May 1935. (Last day for receiving applications: 10 April 1935.)
 9, 10 and 11 October 1935. (Last day for receiving applications: 18 September 1935.)

Allied Societies

NORFOLK AND NORWICH ASSOCIATION OF ARCHITECTS

The Annual Dinner of the Norfolk and Norwich Association of Architects was held at the Maid's Head Hotel, Norwich, on 9 February.

Mr. P. Jewson, in proposing the toast of the R.I.B.A., spoke of the very necessary work done by the Institute in advancing the art of architecture, and expressed the hope that the time would soon come when no building would be erected without the aid of an architect. He concluded with a tribute to Sir Giles Scott.

Sir Giles Scott, replying to the toast, spoke of the centenary of the Institute and of the influence it exerted not only throughout the country but in the Empire. In welcoming the formation of the local branch of the C.P.R.E., Sir Giles spoke of the scandalous way in which the countryside is being ruined, and said it was one of the duties of the Institute and its Allied Societies to try to influence the speculative builder into believing that good designs will pay.

The High Sheriff (Mr. E. T. Boardman [F.]), in proposing the "City of Norwich," praised the City Council for improvements made in Norwich, particularly the widening of Castle Meadow and the making of a car park. The preservation of old buildings, the city housing schemes and the way in which the gardens were kept was a matter for congratulation, and made Norwich a pleasant place to live in. He concluded by congratulating the Lord Mayor on his attendance at the annual meetings of societies which were complementary to the work of the Corporation.

The Lord Mayor, in an amusing speech, said that architecture would get its rightful place in civilisation only when we passed from the materialistic age in which we are now living. He said that if visitors saw the civic offices of Norwich they might think they were buildings scheduled for the first Slum Clearance Order, and he referred to the enquiry shortly to be held as to the carrying on of the new municipal offices in accordance with the accepted plan. Although he realised that there would be opposition to the scheme on the grounds of economy, he felt certain that even if there was delay for many years economic circumstances would not be more favourable for building than they are to-day, and he felt, moreover, that there should be some building in the city which would represent the mind and need of the present day.

In proposing the toast of the Association, Mr. R. Mottram spoke of the difficulties which face the architect in Norwich, particularly with regard to housing schemes for the poor, and expressed the hope that they would contemplate reconditioning as a possible solution and not simply pull down everything so that Norwich resembled Ypres in 1918.

The President (Mr. Cecil Upcher, F.R.I.B.A.), replying to the toast, spoke of the way in which the formation of the local association had enabled architects in Norwich to get together and exchange ideas. He spoke of the association's influences on other bodies, such as the Norfolk (East Central) Town Planning Committee. He paid a tribute to the efficiency of their secretary (Mr. Eric Scott), and welcomed the secretary of the R.I.B.A.

Mr. E. H. Buckingham, F.R.I.B.A., gave "Our Guests," and Mr. H. P. Gowen responded.

HAMPSHIRE AND ISLE OF WIGHT ARCHITECTURAL ASSOCIATION

The Annual Dinner of the Hampshire and Isle of Wight Architectural Association was held on 13 February at the South Western Hotel, Southampton. Amongst the guests present were Sir Giles and Lady Scott, the Mayor and Mayoress of Southampton, the Mayor and Mayoress of Winchester, Mr. C. J. Beer, President of the Southampton Building Trades Employers Association, Lt.-Col. Cox, President of the Southern Counties Federation of Building Trades Employers, Mr. M. H. Pugh, President of the Southampton Chamber of Commerce, Brigadier H. L. Winterbotham, the Dean of Winchester and Mrs. Selwyn, Mr. and Mrs. Ian MacAlister, Mr. J.

Little [F.] and Mrs. Little, and the Mayor and Mayoress of Lymington.

After the loyal toast had been drunk, Sir Giles Scott presented Mr. Ingaltton Sanders [F.], the retiring President of the Association, with a replica of the presidential badge. Lt.-Col. Gutteridge, the new President, paid a tribute to the tact and ability with which Mr. Ingaltton Sanders had carried out his duties, and referred to his position as vice-chairman of the Allied Societies' Conference. Sir Giles Scott then presented the Student's prize to Mr. Peter Sawyer, the winner of the second prize for measured drawings.

Col. Gutteridge, in proposing the toast of the "Local Government Authorities of Hampshire and the Isle of Wight," spoke of the ancient boroughs of the county of Hampshire and of its richness in mediaeval buildings of great beauty. He said that it was the duty of the architectural profession to preserve and to add to that beauty so as to earn the gratitude of future generations. In building now, he said, they must consider modern requirements while trying to recapture some of the spirit of the past, and he emphasised the point that they should make full use of the local material, brick. In speaking of the local authorities' control over the design of elevations, Col. Gutteridge said that the Association was already giving advice on questions of that sort to many of the local authorities in the county, and that they were glad to help everyone who wanted advice. He had not realised, until he had worked on an advisory panel himself, how hopeless and how unworkable many of the plans submitted were. He contended that architects, in offering their services for work of this character, were rendering a great service to the community, and added that such services would continue to be most gladly given.

The Mayor of Southampton, replying for the Local Government Authorities, said that they would be very willing to welcome architects on the Councils. He paid a tribute to the friendly way in which the Town Planning Committee overcame difficulties arising from unsuitable plans, and said that the architectural profession took a great part in preserving the amenities of towns and cities. Referring to the Southampton housing schemes he warmly commended Mr. Stanton, the Borough Engineer, referring especially to Merry Oak, the latest scheme which was second to none in the county. In five years' time, he said, slums would be cleared and healthy dwellings erected in their place.

Alderman J. S. Furley, chairman of the County Town Planning Committee, proposed the toast of the "R.I.B.A." He spoke of the public-spiritedness of architects and the public's debt to the profession. In particular he spoke of their tactful and patient work on advisory panels. Now that they were getting rid of slums, he said, they must take care to create something which would not have to be removed as a slum 80 years hence. Local authorities were looking to architects with great hopefulness in the midst of modern problems. In dealing with the question of what twentieth-century architecture was going to develop into, he contrasted such different styles as the modern newspaper office, all glass and tinfoil, with the War Memorials of Charterhouse and Winchester. With the toast he coupled the name of Sir Giles Scott.

Sir Giles Scott, replying to the toast, spoke of the R.I.B.A. as a bond of Empire and referred to its coming centenary. With regard to the ruin of the countryside by the speculative builder, Sir Giles hoped that the panel system of architects would be successful. He referred also to the question of shipping design which had been raised in connection with the new Cunarder, and said that although he was not out and out a modernist he was in sympathy with certain phases of modernist design and could not help feeling that a machine like a liner should be treated more like a machine as regards internal design and less like a stately home of England. He felt that a liner was a legitimate field for modernist expression.

Mr. Ingaltton Sanders said that having received from the Association the badge of two years' hard labour, he was happy to have been sentenced to a further term as vice-chairman of the Allied Societies' Conference.

Mr. Adrian J. Sharp, proposing the toast of "The Building Trades" alluded to the long freedom from strikes due to the good leadership of such men as those, who were coupled to respond to the toast—Lt.-Col. R. J. Cox, F.I.O.B., president of the Southern Counties Federation of Building Trades Employers, and Mr. C. J. Beer, president of the Southampton and District Building Trades Employers' Association.

Lt.-Col. Cox said that the spirit of co-operation between builders and architects was not only for their mutual benefit, but for the benefit of the building public.

Mr. Beer dealt in an amusing manner with the question where was modern architecture leading so far as the builder of the future was concerned. He drew a picture of an army of specialists with the builder left to finance the work.

The Very Rev. the Dean of Winchester proposed the toast of "The Guests," and Principal Vickers, of Southampton University College, responded.

Mr. A. L. Roberts was heartily congratulated upon the great success of the whole arrangements.

LIVERPOOL ARCHITECTURAL SOCIETY

The Society's Annual Dinner, at which Sir Giles Gilbert Scott, President of the Royal Institute of British Architects, was principal guest, was held at the Adelphi Hotel, Liverpool, on Thursday, 22 February.

In his address, Mr. Leonard Barnish, the President of the Society, made a strong plea for the co-ordination of all architectural services in the region, under a Director of Architecture who would, amongst other things, organise machinery for dealing adequately with suburban growth and with the appearance of the city generally. In his opinion there is at the present time a very regrettable absence of co-ordination and a lack of direction, with the result that the city and its surroundings are not receiving the best architectural service available.

Sir Giles Scott, said that although fine housing schemes were being put up by the local authorities, England was fast falling under the speculative builders' blight. He had never seen, he said, a fine housing scheme set up by a speculative builder. "I do not see what the solution will be. Whilst we have tried to run advisory panels, working on an absolute minimum scale of fees, they are very little used, in some cases not at all. The great housing spurt, in spite of all indications to the contrary, seems to be getting worse and worse, and definite control of some form or other is inevitable."

An interesting feature of the dinner was a presentation to Sir Arnold Thornely, in recognition of his work on the Parliament Buildings of Northern Ireland. The presentation took the form of a bronze model of the figure of Britannia which surmounts the main portico of the Parliament Building.

ROYAL INCORPORATION OF ARCHITECTS IN SCOTLAND

At the monthly meeting of the Council of the Royal Incorporation of Architects in Scotland, held at 15 Rutland Square, Edinburgh, Mr. John Begg, F.R.I.B.A., President, in the chair, the following members were elected as representatives to the R.I.B.A. Council for year 1934/35:—Messrs. James A. Arnott [F.], Edinburgh; A. C. Henderson [F.], Glasgow; W. Erskine Thomson [F.], Perth; and John G. Marr [F.], Aberdeen. A water-colour drawing of the Lorimer Memorial in St. Giles Cathedral, Edinburgh, was presented to the Incorporation by Mr. A. N. Paterson, A.R.S.A., while a chairman's mallet was presented by Lady Lorimer and family in memory of the late Sir Robert Lorimer, K.B.E., this mallet being that used by Sir Robert at the laying of the foundation stone of the Thistle Chapel, Edinburgh, in 1909. Mr. James A. Arnott [F.], Edinburgh, was appointed representative to the R.I.B.A. Board of Architectural Education for year 1934-35. The following members were elected: Messrs. James MacGregor, A.R.I.B.A., and C. E. Tweedie, Jun., Edinburgh; George Laird, Glasgow; W. A. Mackinnell, Kirkcudbright; and A. S. McNair, Stirling—as *Fellows*; Messrs. R. A. Hurd, F. G. Tait, M. Penman, Edinburgh; J. J. R. Y. Kennedy, Ayr; and J. A. Carrick, A.R.I.B.A., Alloway—as *Associates*; while 15 Students were elected to membership as such.

SOUTH WALES INSTITUTE OF ARCHITECTS

(CENTRAL BRANCH)

Under the auspices of the South Wales Institute of Architects (Central Branch) and the Institute of Builders (South Wales Branch) a lecture on "The Art of the Bridge Builder" was given in the lecture theatre of the Engineers' Institute, Park Place, Cardiff, on Thursday, 15 February 1934, by Mr. G. H. Jack, F.R.I.B.A., M.Inst.C.E., F.S.A., when Mr. J. Williamson, A.R.I.B.A., presided over a representative audience of architects, builders and their friends.

Mr. Jack, who is now the Organising Secretary of the Council for the Preservation of Rural England, was for 25 years County Surveyor and Bridgmaster for Herefordshire, and in the course of his lecture he not only dealt with the historical development of the bridge from early times to the present day, but also gave an interesting account of bridge preservation and widening. He showed numerous examples in which old bridges had been reconditioned and widened and the amenities preserved and at the same time economies effected. Particularly interesting was Mr. Jack's account of the work of the Herefordshire Guild of Bridge Builders, or team of craftsmen trained by Mr. Jack to carry out the difficult work of the bridge widener and restorer.

Mr. Jack's lecture was illustrated by a fine collection of slides and by a film showing the pulling down and rebuilding of a bridge.

On the proposal of Professor Norman Thomas, M.A., D.Phil. [A.], seconded by Mr. A. G. Lynham [F.], a hearty vote of thanks was accorded to the lecturer.

At the invitation of the Executive Committee of the South Wales Institute of Architects (Central Branch) a most enjoyable and instructive evening was spent by a large gathering of members, on Tuesday, 20 February, when a tea and discussion meeting was held at the Dorothy Café, St. Mary Street, Cardiff, Mr. John Williamson [A.] presiding.

The subject before the meeting was "The Preparation of a Set of Competition Drawings," and Mr. Percy Thomas, O.B.E. [F.], opened with a particularly helpful informal address in which, with the assistance of a collection of sketch designs, he gave the company much useful advice based on his varied and successful experience in competition work.

After an interesting discussion, in which many of those present took part, a vote of thanks to Mr. Percy Thomas was proposed by Lieut.-Col. Fawcner [F.], President of the South Wales Institute of Architects, seconded by Mr. T. Alwyn Lloyd [F.], President of the Town Planning Institute, and carried with acclamation.

SHEFFIELD, SOUTH YORKSHIRE AND DISTRICT SOCIETY OF ARCHITECTS AND SURVEYORS

At a meeting of the Sheffield, South Yorkshire and District Society of Architects and Surveyors, held on 8 February at the University, Mr. A. W. Kenyon [F.] lectured on "Small Houses." Mr. J. Lancashire [F.] was in the chair.

Mr. Kenyon started his lecture by contrasting the high standard of the many mass-produced articles in use to-day, such as cars and wireless, with the low-standard of mass-produced houses, which he described as a collection of odds and ends, insulting to the public taste. The problems of the small house were that it must not look like a council house, it must be detached, and must be built for economy in labour. The lecturer then dealt with the make-up of the small house, considering in detail the planning of the kitchen, living rooms, staircase, entrance hall, bedrooms, boxrooms, garages and fire places. In dealing with the exterior design he showed slides of types of badly designed houses common all over the country to-day which could, for the same cost, be both attractive and efficient. He concluded his lecture with an appeal to young architects to look upon the problem of small houses as part of their duty to the country.

NORTHAMPTONSHIRE, BEDFORDSHIRE AND HUNTINGDONSHIRE ASSOCIATION OF ARCHITECTS

The Annual General Meeting of the Association will be held on Wednesday, 21 March, at 3.45 p.m., in the Ladies' Club, Northampton.

SCHOOL NOTES

BARTLETT SCHOOL OF ARCHITECTURE
ARCHITECTURAL SOCIETY

A VISIT TO THE NEW R.I.B.A. BUILDING

A party of about forty members visited the R.I.B.A.'s new building in Portland Place on Saturday morning, 17 February. We were received by the Clerk of Works, who showed us Mr. Grey-Wornum's working drawings and then led us over every part of the structure, from the basement to the roof, explaining to us innumerable points of construction and equipment.

The building has reached that interesting stage where the disposition and proportion of the various parts may be appreciated fairly readily. However, the ascent to the library, which is for the most part bottomless and still open to the sky, is by ladder only. Mr. Wornum helps one to visualise the ultimate appearance of the great main staircase; we were shown a perspective drawing of this and noticed with interest the section of armour-plate balustrade that has been erected on one of the landings. The robust character of the black marble sheathing to one of the great columns was also observed.

The Society is indebted to Mr. Mathew Dawson, who arranged the visit for us, and to the Clerk of the Works for taking us over, and, equally, for showing such patience in answering numberless questions. We hope to be permitted to make another visit before the building is opened in October.

A meeting of the society was held on Monday, 19 February, at which Professor Abercrombie read a paper on "Planning the Countryside." Mr. H. O. Corfiato was in the chair.

On Wednesday afternoon, 21 February, about sixty members attended the meeting of the Society to hear a paper read by Mr. C. F. Annesley Voysey, Professor Richardson being in the chair.

Mr. Voysey began his paper by defining art as a manifestation of thought and feeling; he explained that the Trinity of Architectural Unity was material, mental and emotional. Works of art must be technically appealing and should also appeal to the emotions. We must strive, he said, for the proper use of material, for reverent treatment, and should remember who was its author. We should know all the possibilities and the limitations of materials. Some, he said, would go abroad to acquire this knowledge. He deeply dis-

trusted this method. Each country had been given its own characteristics by its Creator and should work out its own salvation. Modes of expression taken from foreigners could only produce mongrels. The best architecture in the past had always been native to its own country and had grown out of a thorough knowledge of local requirements and conditions. Requirement included body, mind and spirit. Conditions included climate and National Character.

The sense of reverence which man ought to feel for things he has not himself created, he said, is too often forgotten, and schools so frequently neglected to inculcate or encourage it. The gentlemanly architecture which Sir Giles Gilbert Scott pleaded for was impossible without some degree of this sense of reverence. Considering what Art had to tell us, Mr. Voysey said that form, like a written language, conveyed thought and feeling. In the twilight, disturbing detail was lost sight of and streaks of horizontal cloud predominated, reminding us that it was the time to lie down. In Northern climates where life was strenuous, we met with the pointed arch, spires and pinnacles, but where life was easier and more prosperous there were built round arches and domes.

Modern architecture, he said, was pitifully full of such faults as proportions that were vulgarly aggressive, mountebank eccentricities in detail, and windows built lying down on their sides. Like rude children we had broken away and turned our backs on tradition. This was false originality, the true originality having been for all time the spiritual something given to the development of traditional forms by the individual artist.

There were many noble, gentle architects who were doing lovely work full of delicate feeling and self-control, reminding us of the first part of our Trinity, the rousing of our affections, the appeal to our emotions. We must not forget, he said, that all advance of character is gained by a purification and strengthening of natural faculties. By the love of truth, the love of beauty and the love of God, all true culture had grown and could never grow otherwise. Architecture was dependant on the Trinity in Unity, material, mental and emotional. Mr. Voysey urged us, in conclusion, to look for the good, the beautiful, and the true in things and people, and to turn a blind eye to all that we thought was bad and ugly.

Mr. Voysey's paper was followed by a discussion in which numerous members took part. The meeting ended with a vote of thanks to Mr. Voysey, proposed by Professor Richardson.

REGINALD W. CAVE.

Hon. Secretary

Membership Lists

APPLICATIONS FOR MEMBERSHIP

ELECTION: 9 APRIL 1934

In accordance with the terms of Bye-laws 10 and 11 an election of candidates for membership will take place at the Council Meeting to be held on Monday, 9 April 1934. The names and addresses of the candidates, with the names of their proposers, found by the Council to be eligible and qualified in accordance with the Charter and Bye-laws, are herewith published for the information of members. Notice of any objection or other communication respecting them must be sent to the Secretary R.I.B.A. not later than Tuesday, 20 March 1934.

AS HON. ASSOCIATE (1)

WEBB: GEOFFREY FAIRBANKS, M.A. (Cantab.), Low Farm, Elsworth, Cambridgeshire. Proposed by the Council.

AS FELLOWS (8)

BUSH: SYDNEY POYNTZ [A. 1923], Consulting Architect to the

Government of Burma, Rangoon, Burma; 155 Park Road, Teddington Middlesex. Proposed by Arthur G. Bray, R. G. Hammond and S. Burgoine.

CONNAL: HAROLD JOHN [A. 1921], London Midland and Scottish Railway Co., Derby; 55 Wilfred Street, Derby. Proposed by E. T. Watkin, G. Hanson Sale and Charles H. Aslin.

HAMLIN: WILLIAM HENRY [A. 1921], Architect's Department, Chief Civil Engineer's Department, London Midland and Scottish Railway Co., Euston; "North End," Gander Hill, Haywards Heath, Sussex. Proposed by A. Victor Heal, W. T. Curtis and E. Stanley Hall.

MARSHALL: JAMES ERNEST, B.Arch. Liverpool [A. 1925], Bluecoat Chambers, Liverpool; 375 Liverpool Road, Birkdale. Proposed by Professor Lionel B. Budden, Leonard Barnish and Professor Patrick Abercrombie.

And the following Licentiates who have passed the qualifying Examination:—

DANN: REGINALD, M.T.P.I., Consulting Architect to the Government, Chepauk, Madras; Riverside, Egmore, Madras. Proposed by S. Pointon Taylor, Archd. Scott and G. E. Kendall.

- MACKENZIE: WILLIAM HECTOR, 20 Grove Road, Bournemouth. Proposed by A. Edward Shervey, Henry R. Collins and Sydney Tatchell.
- PINCKNEY: ROGER ARTHUR PHILIP, 7 Gray's Inn Square, W.C.1. Proposed by Sir Giles Gilbert Scott, A. Gilbert Scott and A. G. Crimp.
- THOMAS: FREDERICK GILBERT STANLEY, 7 Gray's Inn Square, W.C.1; 18 Castleford Avenue, New Eltham, S.E.9. Proposed by Sir Giles Gilbert Scott, A. Gilbert Scott and A. G. Crimp.

AS ASSOCIATES (16)

- COUVES: DUDLEY LEONARD [Passed five years' course at Armstrong College School of Architecture (University of Durham), Newcastle-upon-Tyne. Exempted from Final Examination], The Briggiss, North Avenue, Gosforth, Newcastle-on-Tyne. Proposed by Professor R. A. Cordingley, Thos. S. Tait and L. G. Ekins.
- CROWLEY: MISS MARY BEAUMONT [Passed five years' course at the Architectural Association. Exempted from Final Examination], 33 Bridge Road, Welwyn Garden City, Herts. Proposed by Howard Robertson, John Grey and H. C. Lander.
- DADARKER: GANPAT SHRIKRISHNA [Final], c/o Messrs. Wm. Allison and Co., 11 Dowgate Hill, Cannon Street, E.C.4. Proposed by Professor A. E. Richardson, L. Stuart Stanley and Matthew J. Dawson.
- DENBIGH: GEORGE DYSON [Final], 151A Lower Richmond Road, Putney, S.W.15. Proposed by Thos. Wallis, Professor A. E. Richardson and Herbert Wade.
- GROVE: EDWARD ATKINS [Final], 1 Burnham Terrace, Richmond, Surrey. Proposed by Norman Atkins, Archd. Scott and Thos. E. Scott.
- HILTON: JOHN ROBERT, B.A. (Oxon.) [Passed five years' course at the Bartlett School of Architecture, University of London. Exempted from Final Examination], 9 Chalcot Crescent, N.W.1. Proposed by L. Stuart Stanley, Sir Raymond Unwin and Matthew J. Dawson.
- HOLDEN: GERALD TAYLOR, B.Arch. (Liverpool) [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination], 2 Aldwych Place, Blackburn. Proposed by Professor Lionel B. Budden, Edward R. F. Cole and applying for nomination by the Council under the provisions of Bye-law 3 (d).
- LEFTWICH: RICHARD ALFRED, B.A. (Cantab.) [Final], c/o Messrs. Forsyth and Parker, 122 Longmarket Street, Capetown, S. Africa. Proposed by the Hon. John Seely, Alex. T. Scott and H. C. Hughes.
- MARSH: STANLEY GEORGE ROFF [Passed five years' course at the Architectural Association. Exempted from Final Examination], Legglands, Legg Street, Chelmsford. Proposed by Howard Robertson, A. Blomfield Jackson and John Grey.
- PATTERSON: JOHN, Dip.Arch. (Edin.) [Passed five years' course at the School of Architecture, Edinburgh College of Art. Exempted from Final Examination], Camborne Hotel, 63 Leinster Square, W.2. Proposed by John Begg, James A. Arnott and C. D. Carus-Wilson.
- SCOTT: ROBERT ALEXANDER [Passed five years' course at the School of Architecture, Edinburgh College of Art. Exempted from Final Examination], 50 Hollybank Terrace, Edinburgh. Proposed by John Begg, C. D. Carus-Wilson and applying for nomination by the Council under the provisions of Bye-law 3 (d).
- SMITH: WILLIAM JOHN [Final], 102 Holgate Road, York. Proposed by Charles H. E. Bridgen, M. Eyre Walker and Kenneth Ward.
- THOMAS: GEOFFREY SWAYNE, B.A. Cantab. [Final], 83 Oxford Gardens, W.10. Proposed by Beresford Pite, Harold G. Cherry and P. E. Culverhouse.
- THOMSON: WILLIAM KEITH, B.Arch. (Lvpl.) [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination], "Newholme," Crosby Road South, Liverpool. Proposed by Professor Lionel B. Budden, T. B. Medcalf and Rupert Medcalf.

- TOWNSEND: ROBERT LESLIE [Passed five years' course at the Architectural Association. Exempted from Final Examination], 8 Church Street, Chelsea, S.W.3. Proposed by T. A. Lodge, Howard Robertson and Max R. Hofer.
- WHITAKER: LEONARD [Passed five years' course at the School of Architecture, Leeds College of Art. Exempted from Final Examination], 34 Montreal Avenue, Chapel-Allerton, Leeds. Proposed by G. H. Foggitt, B. R. Gribbon and F. L. Charlton.

AS LICENTIATES (9)

- BINNS: HENRY WILLIAM, F.S.I., 23 Bloomsbury Square, W.C.1, 9 Campden Street, Kensington, W.8. Proposed by W. B. Simpson, W. E. Watson and Sydney Tatchell.
- BUTTON: CHARLES, 25 Wood Street, Bolton, Lancs; 12 Lobelia Avenue, Farnworth, near Bolton. Proposed by Capt. D. Wynne-Thomas, R. Hermon Crook and Ernest J. Pomeroy.
- COWEN: MAURICE, 33 National Mutual Buildings, Johannesburg P.O. Box 739, Johannesburg, South Africa. Proposed by Robert Howden, J. Lockwood Hall and S. C. Dowsett.
- CRELLIN: EWART, Town Hall, Ramsey, Isle of Man; "Riverside," Lezayre, Isle of Man. Proposed by J. M. Bottomley and applying for nomination by the Council under the provisions of Bye-law 3 (d).
- EATON: FRANCIS OWEN, 7 Aegis Buildings, Main Street, Port Elizabeth; "Greyhurst," College Drive, Port Elizabeth, South Africa. Proposed by Robert Howden, Allen Wilson and S. C. Dowsett.
- HUNT: JOSEPH FREDERICK, c/o Gordon Jeeves, Esq., 16 Hanover Square, W.1; 72 Harcourt Road, Thornton Heath, Surrey. Proposed by S. Gordon Jeeves, James J. S. Naylor and Herbert A. Welch.
- IRWIN: NORMAN BENJAMIN WEATHERLAKE, Architect's Dept., Education Offices, The Guildhall, Portsmouth; 100 Shadwell Road, North End, Portsmouth. Proposed by John Bennett and the President and Hon. Secretary of the Hampshire and Isle of Wight Architectural Association under the provisions of Bye-law 3 (a).
- KAY: JOSEPH, Threlfall's Brewery Co., Ltd., Trueman Street, Liverpool; 36 Gerrards Road, Wallasey, Cheshire. Proposed by T. B. Medcalf, A. Spence Atkinson and Wm. P. Horsburgh.
- OLIVE: DANIEL, Phoenix Chambers, 22 Clare Street, Bristol; Pendennis, West Hill, Wraxall, Somerset. Applying for nomination by the Council under the provisions of Bye-law 3 (d).

ELECTION OF MEMBERS

In accordance with the terms of Byelaws 10 and 11 the following candidates for membership were elected at the Council meeting held on Monday 5 March 1934.

AS FELLOWS (9)

- FRITCHLEY: GEORGE BOWEN [A. 1921], Calcutta.
- HANNAFORD: LEONARD GORDON [A. 1920], Leicester.
- JENKINSON: JOHN MANSELL [A. 1909], Sheffield.
- KIRBY: STUART CAMERON [A. 1923].
- MACRAE: EBENEZER JAMES [A. 1914], Edinburgh.
- WELSH: STEPHEN [A. 1921], Sheffield.
- and the following Licentiates who have passed the qualifying Examination:—
- BALLANTYNE: ROBERT CARRUTHERS, Inverness.
- COUVES: LEONARD JAMES, Newcastle-on-Tyne.
- VERGER: EDWARD ARTHUR, Lewes.

AS ASSOCIATES (98)

- ALLEN: FREDERIC GLENLYN [Passed five years' course at the Welsh School of Architecture, The Technical College, Cardiff. Exempted from Final Examination], Cardiff.
- ARTHUR: MISS KATHLEEN HUTTON [Passed five years' course at the Glasgow School of Architecture. Exempted from Final Examination], Airdrie.

- ASHCROFT: WILLIAM ROBERT [Passed five years' course at the School of Architecture, Edinburgh College of Art. Exempted from Final Examination], Edinburgh.
- BACON: CLARENCE [Final], Sutton-in-Ashfield.
- BARRETT: HARRY [Special Examination].
- BATES: BERTRAM HAROLD [Final], Hull.
- BENJAMIN: MISS ROSE ELISABETH [Passed five years' course at the Architectural Association. Exempted from Final Examination].
- BENT: JAMES AUSTEN [Final], Springhead, near Oldham.
- BETTS: CYRIL [Final], Derby.
- BORNAT: CHARLES [Passed five years' course at the Bartlett School of Architecture, University of London. Exempted from Final Examination].
- BRADLEY-BARKER: ROGER BEVAN [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination].
- BRAUN: HUGH STANLEY [Final], Harrow-on-the-Hill.
- BRODRICK: PERCY FRANK [Final], Surbiton.
- BROWN: COLIN [Final], Nelson, Lancs.
- BROWNING: JOHN ALEXANDER, Dip.Arch. (Glas.) [Passed five years' course at the Glasgow School of Architecture. Exempted from Final Examination], Glasgow.
- BULLIVANT: ROBERT ANDREW [Passed five years' course at the School of Architecture, Victoria University, Manchester. Exempted from Final Examination], Altrincham.
- BYRAM: LESLIE BRAMLEY [Passed five years' course at the School of Architecture, Victoria University, Manchester. Exempted from Final Examination], Poulton-le-Fylde.
- CARROLL: MISS KATHLEEN MARY [Final], Worthing.
- CHANTREY: GEORGE HERBERT BARTON [Final], Hull.
- CLARK: FREDERICK VICTOR WATSON [Passed five years' course at the Department of Architecture, University of Sheffield. Exempted from Final Examination], Owston Ferry, via Doncaster.
- COOPER: ARTHUR WELLESLEY [Final], Wakefield.
- DAY: BENJAMIN IVOR [Final], Bristol.
- DEFRIES: JOHN GRAY [Passed five years' course at the Architectural Association. Exempted from Final Examination].
- DELEUSE: JOHN EDWARD [Final].
- DOE: HAROLD EDMUND [Final].
- DEMILLE: MAURICE ROLAND [Final].
- DENTON: JACK GEORGE [Final], Cardiff.
- EDWARDS: EDWARD GERALD WALTON [Final], Radlett, Herts.
- EVANS: CYRIL GEORGE [Final], Aylesbury.
- FARDELL: GEOFFREY CHARLES [Final], Hitchin.
- FERGUSON: CHARLES WILLIAM BANNISTER [Passed five years' course at the Architectural Association. Exempted from Final Examination].
- FIRMIN: ERIC HENRY [Final], Luton.
- FISK: WALTER WILLIAM [Passed five years' course at the Architectural Association. Exempted from Final Examination].
- GAMBLE: ALAN DAVID [Passed five years' course at the Architectural Association. Exempted from Final Examination], Cheltenham.
- GASSON: ALFRED STANLEY, P.A.S.I. [Final], Westcliff-on-Sea.
- GOFFEY: ALBERT EDWARD [Final], Leicester.
- GRAHAM: KEVIN [Final], Kendal.
- GREENWOOD: SYDNEY [Final], Eccles.
- GREGSON: SYDNEY [Special Examination], March, Cambs.
- HAIGH: MARTIN WILLIAM [Passed five years' course at the Architectural Association. Exempted from Final Examination], Bromley, Kent.
- HALL: MISS WINSOME ALICE, B.Arch. [Secured approved qualification in the Dominions. Exempted from Final Examination], Sydney, Australia.
- HANSON: CHARLES FRANCIS RICHARD [Passed five years' course at the Department of Architecture, University of Sheffield. Exempted from Final Examination], Sheffield.
- HARDWICK: JOHN [Final], Rawdon, near Leeds.
- HARLEY-SMITH: RONALD [Final], Nottingham.
- HAWARD: BIRKIN [Final], Ipswich.
- HAY: GEORGE STANLEY [Final], West Wickham, Kent.
- HEMMINGS: WILLIAM JAMES [Final], Leicester.
- HERNU: RAYMOND ARTHUR JOSEPH [Passed five years' course at the Architectural Association. Exempted from Final Examination], Limpsfield, Surrey.
- HOPKINSON: ALBERT CYRIL [Passed five years' course at the Department of Architecture, University of Sheffield. Exempted from Final Examination], Rotherham.
- HOWARD: WILLIAM FREDERICK [Final].
- ISRAEL: LAWRENCE [Final].
- JAMES: MISS MARGARET JOHNSTON [Passed five years' course at the School of Architecture, Edinburgh College of Art. Exempted from Final Examination], Edinburgh.
- JARRATT: HERBERT STANLEY [Final], Ramsgate.
- JENSEN: ROLF ARTHUR, B.Arch. (Lvpl.) [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination].
- JOHNSON: VICTOR LLOYD [Special Examination].
- JONES: ALBERT EDWARD [Passed five years' joint course at the Department of Architecture, Northern Polytechnic (London) and the Architectural Association. Exempted from Final Examination].
- JONES: JOHN RHAGFYR, P.A.S.I. [Final], Manchester.
- JUDD: KENNETH WILLIAM [Passed five years' joint course at the Department of Architecture, The Northern Polytechnic and the Architectural Association. Exempted from Final Examination].
- KILGOUR: STEWART [Passed five years' course at the School of Architecture, Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination], Aberdeen.
- MCCOLL: SAMUEL [Final], Paisley.
- MARSHALL: ARTHUR CECIL [Passed five years' course at the School of Architecture, University College, Auckland. Exempted from Final Examination], Auckland, New Zealand.
- MARTIN: ROBERT HENRY [Passed five years' course at the Bartlett School of Architecture, University of London. Exempted from Final Examination], Beckenham, Kent.
- MASON: GEORGE RONALD, B.Arch. (Lvpl.) [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination], Liverpool.
- MASON: JOHN WILLIAM [Final].
- MAYNARD: MISS KATHLEEN IRENE [Final], Plymouth.
- MOORE: CHARLES EDWARD [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination], Hong Kong.
- MUNRO: CHARLES [Final], Belfast.
- NEAVE: ALFRED HENRY [Final].
- PEAT: JOHN TREVOR WILLIAMS [Final], Neath, Glam.
- POTTER: JOHN ALEXANDER, B.Arch. [Passed five years' joint course at the Birmingham School of Architecture, and the Department of Architecture, University of Sheffield. Exempted from Final Examination], Derby.
- POTTER: ROBERT JAMES [Final], Salisbury.
- POWICK: MISS ANNA ELIZABETH [Passed five years' course at the School of Architecture, Victoria University, Manchester. Exempted from Final Examination], Oxford.
- PRIEST: ALFRED LLEWELLYN [Final], Rotherham.
- PRIOR: JAMES FREDERICK [Final].
- RATCLIFFE: BERIC FORD [Final], Whitefield, Lancs.
- REDGRAVE: CLAUDE FRANCIS [Passed five years' course at the Birmingham School of Architecture. Exempted from Final Examination], Coventry.
- RENNIE: ROBERT [Final], Saltcoats.
- ROSE: KENNETH [Final], Stockport.
- SALTER: EDWARD THOMAS [Final], Potter's Bar, Middlesex.
- SANDERS: MAURICE [Final].
- SEABRIGHT: JOHN EATON [Final], Worcester.
- SEIFERT: RUBIN [Passed five years' course at the Bartlett School of Architecture. Exempted from Final Examination].
- SHERWIN: ULRICH ALEXANDER [Final].
- SMITH: PETER CHANDLER, B.A. [Final].
- SPEAKMAN: HARRY GREENOUGH [Passed five years' course at the School of Architecture, Victoria University, Manchester. Exempted from Final Examination], Leigh, Lancs.

SUDBURY: FRANCIS TATHAM [Final], Ilkeston.
 TAYLOR: HARRY [Passed five years' course at the School of Architecture, Victoria University, Manchester. Exempted from Final Examination], Rochdale.
 TIMMIS: GORDON JAMES, B.Arch. (Lvpl.) [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination], Liverpool.
 TODD: GEORGE RICHARD [Final], Maidstone.
 WALDEN: RONALD PHILIP [Final], Henley-on-Thames.
 WALLACE: NEIL STUART [Final], Manchester.
 WARLAND: ALAN WILLIAM [Passed five years' course at the Architectural Association. Exempted from Final Examination], Sevenoaks.
 WILSON: WILLIAM [Passed five years' course at the School of Architecture, Edinburgh College of Art. Exempted from Final Examination], Edinburgh.
 WINTERBURN: THOMAS FRED [Final].
 WINWARD: FRED [Final], Barrow-in-Furness.
 WOMERSLEY: J. LEWIS [Final].
 WOOD: JAMES DOUGLAS [Final], Stanmore, Middlesex.
 WORMALD: ERIC [Final], Leeds.

AS LICENTIATES (12)

ANDERSON: WILLIAM ELLERY ELBERT, Cheltenham.
 ARMSTRONG: THOMAS FRANCIS, Dartford, Kent.
 BARRETT: NORMAN MIDGLEY, Colne, Lancs.
 BEST: JAMES HERSHELL, Belfast.
 CRABTREE: WILLIAM EDWARD, Rochdale.
 KENNEDY: RICHARD PERCIVAL, F.S.I.
 PARR: JOHN NOWELL, Hillingdon, Middlesex.
 PEARCE: HENRY JOSEPH, Hong Kong.
 REDDING: CYRIL NORMAN MERIDAN.
 RITSON: JOHN HUNTRIS, Hull.
 ROBERTS: FREDERIC WILLIAM, Cardiff.
 TRESIZE: JOHN, Whitstable.

R.I.B.A. PROBATIONERS

During the month of January 1934 the following were registered as Probationers of the Royal Institute:—

ALAWAY: KENNETH HARRY MERVIL, 5 Sunnyside, Colney Hatch Lane, Muswell Hill, N.10.
 ARNETT: FRANCIS ALBERT ERNEST, "St. Helena," 140 Coombe Road, Brighton.
 ASHWORTH: JOHN ORMEROD, Wharfeside, Ilkley, Yorks.
 BATES: SIDNEY HENRY, 71 Dashwood Avenue, High Wycombe, Bucks.
 BLANK: SIDNEY, 19 Devonshire Street, Higher Broughton, Manchester 7.

BOWYER: ROY, 131 Runcorn Road, Barnton, Nr. Northwich, Cheshire.
 BRIANT: MARK ROBERT, 26 Richmond Hill, Bournemouth.
 BRITTLEBANK: ERIC, 107 Trinity Street, Huddersfield.
 BROWN: WILLIAM EDEN TATTON, 6 Bedford Square, W.C.1.
 CATON: KENNETH JAMES, 423 Otley Road, Adel, Leeds.
 DAVIDGE: MARGARET MARY, 67 Blackheath Park, S.E.3.
 DAVIES: ROBERT, 157 Waterloo Street, Oldham, Lancs.
 DEAN: ROBERT ALEXANDER, 4 Vicar's Hill, Armagh, N. Ireland.
 DOLAN: JAMES EDMUND, The Limes, Wigton, Cumberland.
 DRAKE: JOHN FRANCIS, Green Door, Elms Avenue, Parkstone, Dorset.
 ELDER: ALBERT JOSEPH, 6 Pulcroft Road, Hessle, E. Yorks.
 FOSTER: NOEL MAURICE, 33 Okhampton Road, Exeter, Devon.
 GLENDAY: WILLIAM LOW, Ferndene, 50 Ferry Road, Monifeith, Angus.
 HALBRITTER: SIDNEY CONSTANTINE, 31 Madeira Road, Margate.
 HIBBERD: LEO ROY, Enderleigh, 123 West Street, Havant, Hants.
 HINDMARSH: DESMOND ERNEST, 20 Handel Mansions, Handel Street, W.C.1.
 HUNTER: JAMES, "Rossenara," Comber, Belfast, N. Ireland.
 JAMES: ERNEST EDWIN, 67 Avenue Road, Swindon, Wilts.
 KENCHINGTON: MARGARET FRANCES, "Ridgewood," Nancy Downs, Oxhey, Herts.
 LEAH: EGBERT ALFRED, Elton Villa, Hucclecote, Gloucester.
 MISTRI: MINOCHER JAMSHEDJI PESTONJI, Architectural Association, 34-36 Bedford Square, W.C.1.
 MITCHELEY: ROBERT PERCY, Church Farm, North Runcion, King's Lynn, Norfolk.
 MORRISON: ROY JOHN ERIC, c/o Noel Dawson, Esq., F.R.I.B.A., 1 Rue Ancienne Bourse, Alexandria, Egypt.
 PEARSON: WILLIAM MCMAHON, 24 East Park Avenue, Holderness Road, Hull.
 ROBERTS: DENIS MICHAEL, Bishopgarth, Heathside Road, Woking, Surrey.
 SMART: NORMAN JOHN, "Elcot," The Crescent, South Benfleet, Essex.
 STEELE: STUART, 2 Enoch Street, Burslem, Stoke-on-Trent, Staffs.
 STERN: SAMUEL, 14 Asmun's Hill, Golders Green, N.W.11.
 WADDINGTON: GEORGE KEITH, 18 Chiswick Street, Carlisle.
 WATKINS: ARTHUR JAMES, 23 Churchill Avenue, Kenton, Harrow, Middlesex.
 WILKINSON: GEORGE THOMAS, "Hazelhurst," 700 Marfleet Lane, Holderness Road, Hull.
 WILLCOCKS: STANLEY WILLIAM, High Street, Kenton, Exeter, Devon.
 WRIGHT: ALEC MICHAEL JOHN, 117 Balgore Lane, Squirrels Heath Romford, Essex.

Notices

THE EIGHTH GENERAL MEETING

MONDAY, 19 MARCH 1934

The Eighth General Meeting of the Session 1933-34 will be held on Monday, 19 March 1934, at 8 p.m., for the following purposes:—

To read the Minutes of the Seventh General Meeting held on Monday, 5 March 1934; formally to admit members and students attending for the first time since their election.

To read the following Paper: "The Rebuilding of Imperial Rome," by Professor Dr. Guido Calza.

PUBLIC LECTURES

The following is a list of the remaining lectures in the series of six public lectures, illustrated by lantern slides, on "Modern Influences on London Architecture" taking place in the R.I.B.A. Meeting Room on Wednesdays during March. The

lectures will commence at 6 p.m. and will last about one hour.

Admission will be free:—

14 March—"Shopping," Mr. E. Maxwell Fry [A.].

21 March—"Sunday," The Hon. H. A. Pakington [F.].

EXHIBITION IN THE R.I.B.A. GALLERY

The Exhibition of the drawings submitted in the Eustache-Rougevin Competition between the students of British and French Schools of Architecture is now open daily between the hours of 10 a.m. and 8 p.m., and will close on Wednesday 14 March 1934.

THE LICENTIATESHIP OF THE R.I.B.A. AND THE ARCHITECTS (REGISTRATION) ACT

The Council have decided that after 31 December 1933 no applications for admission to membership as Licentiates will be

considered unless the candidates' names have been entered on the Register of Registered Architects.

THE USE OF THE TITLES "CHARTERED ARCHITECT" AND "REGISTERED ARCHITECT"

Now that the Registration Act is in force, the Council have been asked to give advice with regard to the best way to use the title "Registered Architect" by members of the R.I.B.A. who have been placed on the Register, and who already have the right to use the designation "Chartered Architect."

The Council recommend that members of the R.I.B.A. who have been registered should use the designation "Chartered and Registered Architect."

LEGAL ADVICE FOR MEMBERS OF THE R.I.B.A.

The Practice Standing Committee, with the approval and authority of the Council, have made arrangements with an experienced solicitor whereby members of the R.I.B.A. can obtain legal advice for a very moderate fee on matters which arise in their practice from time to time.

The following arrangements have been made:—

A member desiring advice as to his legal position should in the first instance communicate his enquiry to the Hon. Secretary of the Practice Standing Committee, together with the relative documents. Should the matter raise a question of general interest to the profession the Committee would obtain the opinion and forward it to the member. In other cases the member would be put in communication with the solicitor, who would advise him direct.

In matters of general interest the solicitor's fee would be borne equally by the R.I.B.A. and the member concerned, and in other cases the fee would be borne wholly by the member. The fee would in either case be limited to a fixed amount. The advice would normally be confined to an opinion on the documents, but in cases where an interview between the member and the solicitor would be desirable, this would be arranged without extra fee.

Particulars as to the fee chargeable may be obtained on application to the Secretary, R.I.B.A.

OVERSEAS APPOINTMENTS

When members are contemplating applying for appointments overseas they are recommended to communicate with the Secretary R.I.B.A., who will supply them with any available information respecting conditions of employment, cost of living, climatic conditions, etc.

Competitions

BELFAST: NEW SANATORIUM BUILDINGS

The Belfast Education Committee are proposing to hold a competition for new Sanatorium buildings at Whiteabbey and Graymount and Mr. R. S. Wilshire [F.] has been appointed to act as Assessor. Conditions are not yet available.

LEICESTER: EXTENSION TO FREEMASONS' HALL LIMITED COMPETITION

The Masonic Hall Committee, Leicester, invite practising architects who are subscribing members to any Lodge in the province of Leicestershire and Rutland to submit, in competition, designs for additions and alterations to the Masonic Hall, London Road, Leicester.

Assessor: Mr. Arthur H. Hind [F.].

Premiums: 50, 30 and 20 guineas.

Last day for receiving designs: 24 March 1934.

Conditions of the competition may be obtained from the Secretary, Masonic Hall Committee, 80 London Road, Leicester.

SLOUGH: NEW COUNCIL OFFICES

The Slough Urban District Council have decided to hold an open competition in connection with the new Council Offices which are to be erected at Salt Hill. Premiums of £150, £100 and £50 will be offered and Mr. H. S. Goodhart-Rendel [F.] has been appointed by the President of the R.I.B.A. to act as Assessor. Conditions have not yet been drawn up.

SWINDON: PROPOSED TOWN HALL EXTENSION

The Town Council of Swindon propose to hold a competition for Extensions to the present Town Hall, and Mr. A. B. Knapp-Fisher [F.] has been appointed by the President of the R.I.B.A. to act as Assessor. Conditions have not yet been drawn up.

COMPETITION FOR THE LAY-OUT OF AN "IDEAL VILLAGE"

The proprietors of the *Builder* invite suggestions for the general lay-out of an Ideal Village on garden city lines, suitable for a population of about 5,000 persons.

Assessor: Mr. D. Barclay Niven [F.].

Premiums: £50, £15 and £10.

Last day for receiving entries: 29 May 1934.

Last day for questions: 20 February 1934.

Full particulars of the competition were published in the *Builder* for 19 January 1934.

FAÇADE IN GRANITE

The Cornish Quarry Masters' Association invite architects to submit, in competition, designs for the façade in granite to an Electricity Department's Showrooms and Offices.

Assessors: Mr. C. Lovett Gill [F.], President of the Architectural Association.

Mr. A. B. Knapp-Fisher [F.].

Mr. Howard Robertson [F.], and two representatives of the Cornish Quarry Masters' Association.

Premium: £50.

Last day for receiving designs: 26 March 1934.

Conditions of the competition may be obtained on application to the Secretary, Architectural Association, 34-36 Bedford Square, London, W.C.1.

COMPETITION RESULT

HACKNEY: NEW TOWN HALL

1. Messrs. Lanchester and Lodge [FF.].
2. Mr. C. Cowles-Voysey [F.].
3. Mr. C. S. Joseph.

Members' Column

NEW PRACTICES

Mr. G. M. KINGSFORD, M.A., A.R.I.B.A., is now practising at 28 Mortimer Street, Regent Street, W.1, and would be pleased to receive catalogues, etc.

Mr. L. GARRARD CAHN [A.] has commenced architectural practice at 357 Little Collins Street, Melbourne, C.1. (Tel.: M3853.)

FOR SALE

Architect's Library (part of) for sale. Books in good condition. Send stamped addressed envelope.—Box 2424, c/o Secretary R.I.B.A.

DISSOLUTION OF PARTNERSHIP

The partnership existing between Mr. Thomas Ridge and Mr. H. Leslie Fox [L.] was dissolved by mutual consent on 6 December 1933. Mr. H. Leslie Fox is now practising on his own account at 18 Leg Street, Oswestry (Tel. 352), to which address all communications should be sent.

FURNISHED ROOM TO LET

A Fellow wishes to let one furnished room in his suite of offices at Westminster. Clerical services included if desired.—Apply Box No. 2324, c/o Secretary, R.I.B.A.

CHANGE OF ADDRESS

G. M. BOON [A.] has changed his address to "The Lodge," The Green, Sutton, Surrey, to which all periodicals, etc., should be sent.

PARTNERSHIP WANTED

ARCHITECT with 15 years' general experience in London and provinces desires partnership in well-established practice. East Yorks preferred but not essential. Capital available. Box No. 2023, c/o Secretary, R.I.B.A.

An experienced architect seeks a working partnership with established firm. London or District. Box No. 9234.

BUSINESS ADDRESS IN LONDON WANTED

Associate, practising in the country, requires a business address in London from which letters can be forwarded and where telephone calls, etc., can be recorded. Box No. 5334, c/o Secretary, R.I.B.A.

FURNISHED OFFICE TO LET

Large Ground floor office with use of telephone to let furnished, 1½ guineas per week. 37 Gower Street. Apply Box No. 2824, c/o Secretary, R.I.B.A.

Minutes IX

SESSION 1933-1934

At the Seventh General Meeting of the Session 1933-1934, held on Monday, 5 March 1934, at 8 p.m.

Sir Giles Gilbert Scott, R.A., President, in the Chair.

The attendance book was signed by 36 Fellows (including 10 members of Council), 35 Associates (including 2 members of Council) 24 Licentiates (including 1 member of Council), and a very large number of visitors.

The Minutes of the Sixth General Meeting held on 5 February 1934 having been published in the JOURNAL, were taken as read, confirmed and signed as correct.

The Acting Hon. Secretary announced the decease of:—

Sir Lionel Montague Jacob, K.C.S.I., M.Inst.C.E., elected an Hon. Associate 1932.

The Rev. John Robbins, M.A., elected an Hon. Associate 1899.

Herbert Kendall, transferred to the Fellowship Class 1925.

William Dunn, elected Associate 1886, Fellow 1904.

Rowland Lockyer Cox, elected Associate 1878.

John Rawlinson, elected Associate 1891.

Alfred Reginald Butler, elected Licentiate 1931.

Pierre Michel Helbronner, elected Licentiate 1911.

Jacob Rees, transferred to Licentiate Class 1925.

and it was Resolved that the regrets of the Institute for their loss be entered on the Minutes and that a message of sympathy and condolence be conveyed to their relatives.

The following members attending for the first time since their election were formally admitted by the President:—

E. W. Armstrong [F.]

P. K. Hanton [F.]

Chas. W. Tomlinson [F.]

Miss Ruth H. Brooks [A.]

J. E. Kenneth Harrison [A.]

W. J. Douglas Mead [L.]

H. F. Penty [L.]

T. L. J. Chamberlain [L.]

R. Cowing [Student]

Anthony R. Dannatt [Student]

Robert B. Selby [A.]

M. G. Wardley [A.]

S. H. Browne [L.]

John F. Cavanagh [L.]

V. E. Croll [L.]

Walter H. Ford [L.]

Edwin D. Griffiths [L.]

D. A. Haywood [L.]

H. L. Keeble [L.]

Leslie M. Griffiths [Student]

A. R. Leggett [Student]

S. M. Marston [Student]

F. G. Masters [Student]

Gerard B. Mennell [Student]

R. Seton Morris [Student]

R. S. Smith [Student]

C. A. Townsend [Student]

N. C. Westwood [Student]

Mr. W. R. Davidge [F.] having read a Paper on "Schemes for the Planning of London, Past and Present," a discussion ensued, and on the motion of Mr. Ernest M. Dence, I.L.D., J.P., Chairman of the London County Council, seconded by Mr. Alderman Ewart G. Culpin, J.P. [F.], a vote of thanks was passed to Mr. Davidge by acclamation and was briefly responded to.

The proceedings closed at 10.0 p.m.

A.B.S. INSURANCE DEPARTMENT
HOUSE PURCHASE SCHEME.

(For property in Great Britain only.)

REVISED TERMS.

The A.B.S. Insurance Department is able, through the services of a leading Assurance Office, to assist an *Architect or his Client* in securing the capital for the purchase of a house on the following terms:—

AMOUNT OF LOAN.

75 per cent.

of the value of the property as certified by the Surveyor employed by the Office.

RATE OF INTEREST.

5 per cent. gross (which, at the present rate of income tax, represents 3½ per cent. nett).

LEGAL COSTS AND SURVEY FEE,

also the amount of the first quarter's premium on the Endowment Assured referred to below, are advanced in addition to the normal loan. If the loan is continued for more than fifteen years the *Survey and Legal Costs will be refunded* to the Borrower on repayment of the loan.

REPAYMENT.

By means of an Endowment Assurance which discharges the loan at the end of 15 or 20 years or at the *earlier death* of the Borrower.

SPECIAL CONCESSION TO ARCHITECTS.

In the case of houses in course of erection, it has been arranged that provided the Plan and Specification have been approved by the Surveyor acting for the Office, ONE-HALF of the amount of the loan agreed upon will be advanced on a certificate from the Office's Surveyor that the walls of the house are erected and the roof on and covered in to his satisfaction.

N.B.—Loans will not be undertaken under this scheme upon:

- (a) Property the value of which is not sufficient to warrant a loan of at least £500 or of which the value exceeds £2,500;
- (b) Property of the bungalow type;
- (c) Property not in the sole occupation of the Borrower.

If a quotation is required, kindly send details of your age next birthday, approximate value of house and its exact situation, to the Secretary, A.B.S. Insurance Department, 9 Conduit Street, London, W.1. Telephone: Mayfair 0434.

R.I.B.A.

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